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THIS IS COMMISSION PRESIDENT RYAN CALKINS, CONVENING THE REGULAR MEETING OF JANUARY 10, 2023. THE TIME IS 10:30 A.M.. WE'RE MEETING IN PERSON TODAY AT THE PORT OF SEATTLE HEADQUARTERS BUILDING COMMISSION CHAMBERS AND VIRTUALLY VIA MICROSOFT TEAMS. PRESENT WITH ME TODAY ARE COMMISSIONERS CHO, FELLEMAN, HASEGAWA AND MOHAMED, WHO ARE CURRENTLY GATHERED IN THE EXECUTIVE SESSION ROOM AWAITING THE OPENING IN THE PUBLIC MEETING. WE'LL NOW RECESS INTO THE EXECUTIVE SESSION TO DISCUSS ONE ITEM REGARDING LITIGATION OR POTENTIAL LITIGATION OR LEGAL RISK PER RCW 42.30.110.1.I FOR APPROXIMATELY 20

MINUTES, AND WE'LL RECONVENE INTO PUBLIC SESSION AT NOON. THANK YOU.

ALL RIGHT. GOOD AFTERNOON. THIS IS COMMISSION PRESIDENT RYAN CALKINS RECONVENING THE REGULAR MEETING OF JANUARY 10, 2023. THE TIME IS 12:11

P.M.. WE'RE MEETING IN PERSON TODAY AT THE PIER 69 PORT OF SEATTLE HEADQUARTERS I'M IN THE COMMISSION CHAMBERS AND VIRTUALLY VIA MICROSOFT TEAMS.

CLERK HART, PLEASE CALL THE ROLL OF ALL COMMISSIONERS IN ATTENDANCE. THANK YOU.

BEGINNING WITH COMMISSIONER CHO. PRESENT. THANK YOU. COMMISSIONER FELLEMAN. PRESENT. THANK YOU.

COMMISSIONER HASEGAWA. PRESENT. THANK YOU. COMMISSIONER MOHAMMED. PRESENT. THANK YOU. AND COMMISSIONER CALKINS.

I'M HERE. THANK YOU. WE DO HAVE A FULL COMMISSION PRESENT TODAY. DUE TO THE CONTINUED VIRTUAL COMPONENT OF PARTICIPATION FOR OUR MEETINGS, WE HAVE STAFF, EXTERNAL PRESENTERS, AND MEMBERS OF THE PUBLIC WHO MAY BE PARTICIPATING ON THEIR PERSONAL DEVICES OR FROM THEIR TELEPHONES. TODAY WE'VE MADE ARRANGEMENTS TO ACCOMMODATE THIS VIRTUAL FORMAT. LATER, WE'LL TAKE PUBLIC COMMENT ON ITEMS RELATED TO THE CONDUCT OF THE PORT FROM PEOPLE WHO ARE PARTICIPATING BY TEAMS, AS WELL AS FROM THOSE IN PERSON WHO HAVE SIGNED UP TO SPEAK. FOR ANYONE PARTICIPATING ON MICROSOFT TEAMS, PLEASE MUTE YOUR SPEAKERS WHEN NOT ACTIVELY SPEAKING OR PRESENTING. PLEASE KEEP YOUR CAMERAS OFF UNLESS YOU ARE A MEMBER OF THE COMMISSION OR EXECUTIVE DIRECTOR PARTICIPATING VIRTUALLY, OR YOU ARE A MEMBER OF STAFF IN A PRESENTATION AND ARE ACTIVELY ADDRESSING THE COMMISSION. MEMBERS OF THE PUBLIC ADDRESSING THE COMMISSION MAY TURN ON THEIR CAMERAS WHEN THEIR NAME IS CALLED

TO SPEAK. FOR ANYONE HERE
TODAY PLEASE TURN OFF THE SPEAKERS ON
ANY COMPUTERS AND SILENCE YOUR DEVICES.
WHEN YOU ARE RECOGNIZED TO SPEAK, YOU
WILL PRESS THE BUTTON FOR YOUR
MICROPHONE TO BE AUDIBLE, AND WE'LL
PRESS IT AGAIN TO SILENCE IT WHEN NOT
ACTIVELY SPEAKING. ALL OF THE ITEMS
NOTED HERE WILL ENSURE A SMOOTHER
MEETING. THANK YOU. ALL VOTES TODAY WILL
BE TAKEN BY THE ROLL CALL METHOD, SO IT
IS CLEAR FOR ANYONE PARTICIPATING
VIRTUALLY HOW VOTES ARE CAST.
COMMISSIONERS WILL SAY AYE OR NAY WHEN
THEIR NAME IS CALLED. I ASK THAT ALL
COMMISSIONERS WAIT TO BE RECOGNIZED
BEFORE SPEAKING. WE ARE MEETING ON THE
ANCESTRAL LANDS AND WATERS OF THE COAST
SALISH, PEOPLE WITH WHOM WE SHARE A
COMMITMENT TO STEWARD THESE NATURAL
RESOURCES FOR FUTURE GENERATIONS. THIS
MEETING IS BEING DIGITALLY RECORDED AND
MAY BE VIEWED OR HEARD AT ANY TIME ON
THE PORT'S WEBSITE AND MAY BE
REBROADCAST BY KING COUNTY TELEVISION.
PLEASE JOIN ME FOR THE PLEDGE OF
ALLEGIANCE TO
THE FLAG OF THE UNITED STATES.
THE FIRST ITEM OF BUSINESS TODAY IS
APPROVAL OF THE AGENDA. I UNDERSTAND
THAT COMMISSIONER FELLEMAN WOULD LIKE TO
PULL ITEM 8D FROM THE CONSENT AGENDA.
IS THAT CORRECT, COMMISSIONER FELLEMAN?
YES. THANK YOU. ARE THERE ANY OTHER
ITEMS TO BE PULLED FROM THE CONSENT
AGENDA? ALL RIGHT,
COMMISSIONERS, THE QUESTION IS NOW ON
APPROVAL OF THE AGENDA. IS THERE A
MOTION TO APPROVE THE AGENDA AS AMENDED?
SO MOVED. SECONDED. MOTION HAS BEEN
MADE. AND SECONDED. IS THERE ANY
OBJECTION TO APPROVAL OF THE AGENDA AS
AMENDED? HEARING NONE. THE AGENDA IS
APPROVED AS AMENDED. ALL RIGHT,
WE HAVE TWO SPECIAL ORDERS OF THE DAY TO
BEGIN OUR MEETING. OUR FIRST ITEM IS THE
ELECTION OF OFFICERS FOR 2023. BEFORE WE
DO THAT, I'M GIVEN AN OPPORTUNITY TO
SAY A FEW WORDS. WE HAD AN EXTRAORDINARY
RECEPTION UPSTAIRS TODAY, AND I BELIEVE
THAT REALLY CARRIES THE WEIGHT OF THE
DAY TODAY. THE ONLY OTHER THING I WOULD
ADD IS A TRUE SENSE OF GRATITUDE TO
EXECUTIVE DIRECTOR METRUCK, WHO HAS BEEN
EXTRAORDINARY AT THE HELM. A PERSON THAT
I SEE AS BOTH A MENTOR AND AS WELL AS A
COLLEAGUE AND FRIEND. AND WE COULD NOT
HAVE HAD THE YEAR WE HAVE HAD WITHOUT
HIS LEADERSHIP. AND I KNOW THAT HE WOULD
SAY THIS TOO, BUT THAT A BIG PORTION OF
WHY HE IS SO SUCCESSFUL AS OUR LEADER
IS HE'S BROUGHT THE PEOPLE AROUND HIM
WHO MAKE SURE THAT WE ALL SUCCEED. AND

THAT'S TRUE AT EVERY LEVEL OF THE ORGANIZATION AND IS A REAL HALLMARK OF HIS LEADERSHIP HERE. AND SO IT'S BEEN A PLEASURE TO SIT IN THIS CHAIR THIS LAST YEAR, IN LARGE PART BECAUSE I GET TO MEET WITH YOU WEEKLY, TALK THROUGH THE HARD STUFF. I FIND MYSELF WANTING TO SEEK OUT YOUR OPINION ON STUFF UNRELATED TO THE PORT BECAUSE I VALUE YOUR OPINION SO MUCH.

THAT WAS THE ONE THING THAT I DIDN'T GET TO SHARE UP AT THE PODIUM EARLIER TODAY. BUT I THINK IS ABSOLUTELY ESSENTIAL TO WHO WE ARE AS AN INSTITUTION. AND I HOPE WE HAVE MANY MORE YEARS WITH YOU TO COME AS EXECUTIVE DIRECTOR.

THAT'S EMBARRASSING. THANK YOU, MR. AND I KNEW THAT IT WOULD.

[LAUGHTER]

sOMETIMES I THINK MY JOB IS JUST TO SEE IF I CAN GET STEVE TO TURN RED.

WE WILL ALSO GET A CHANCE TO HEAR FROM OUR INCOMING OFFICERS AFTER THE VOTE ON THE ORDER BEFORE US. CLERK, CAN YOU PLEASE CALL IN? PLEASE READ INTO THE RECORD THE NEXT ITEM. YES, THIS IS AGENDA ITEM FOUR A. ORDER NUMBER 2023-01, AN ORDER ELECTING THE SLATE OF PORT OF SEATTLE COMMISSIONER OFFICERS FOR CALENDAR YEAR 2023. AND I'LL GO AHEAD AND READ THAT SLATE OF OFFICERS INTO THE RECORD. THE STATEMENT IN SUPPORT OF THE ORDER. AT THE FIRST MEETING OF EACH CALENDAR YEAR, THE COMMISSIONER ELECTS THE PRESIDENT, VICE PRESIDENT AND SECRETARY, WHOSE TERMS RUN FROM THE DATE OF ELECTION UNTIL THE END OF THE CALENDAR YEAR. THIS IS BYLAWS ARTICLE THREE, SECTIONS TWO AND THREE. THE DUTIES OF THE PRESIDENT, VICE PRESIDENT AND SECRETARY ARE DESCRIBED IN THE COMMISSION'S BYLAWS AND RULES OF PROCEDURE. THE INDIVIDUALS LISTED ABOVE HAVE AGREED TO PERFORM THE DUTIES OF THEIR RESPECTIVE PROPOSED OFFICES IN 2023, HAVE ACKNOWLEDGED THE PRINCIPLE THAT PUBLIC SERVICES OF PUBLIC TRUST, HAVE EXECUTED ANNUAL TRANSPARENCY PLEDGES AND RECOGNIZED THAT ALL OFFICERS SERVE AT THE PLEASURE OF THE PORT OF SEATTLE COMMISSION. THE TEXT OF THE ORDER THE PORT OF SEATTLE COMMISSION HEREBY ELECTS THE FOLLOWING SLATE OF OFFICERS FOR 2023. ALL TERMS EXPIRE DECEMBER 31, 2023, PURSUANT TO THE COMMISSIONER BYLAWS. PRESIDENT SAM CHO, VICE PRESIDENT TOSHIKO HASEGAWA, SECRETARY FRED FELLEMAN AND THAT CONCLUDES THE READING OF THE SLATE OF OFFICERS. COMMISSIONER, THE ORDER BEFORE YOU DESIGNATES OUR PRESIDENT, VICE PRESIDENT AND SECRETARY POSITIONS FOR 2023, IS THERE A MOTION AND A SECOND TO

ADOPT ORDER NUMBER 202301? SO
MOVED.

SECOND. IT HAS THE MOTION HAS BEEN MADE
AND SECONDED. IS THERE ANY DISCUSSION?
COME ON. THIS IS A CHANCE TO SAY HOW
MUCH YOU-

[LAUGHTER]

WE'LL ALSO GIVE YOU GUYS A
CHANCE TO THIS TOO.

COMMISSIONER MOHAMED, THANK YOU FOR
RECOGNIZING ME. WELL, I JUST WANT TO SAY
THAT THIS IS A HISTORICAL MOMENT FOR THE
PORT OF SEATTLE, FOR OUR REGION. IT IS
A HISTORICAL MOMENT FOR ASIAN AMERICANS
ALL ACROSS THIS COUNTRY. THE PORT
CONNECTS US NO MATTER WHERE YOU ARE IN
THE WORLD. AND TO BE ABLE TO HAVE THIS
SLATE IN PARTICULAR IS A MOMENT THAT WE
SHOULD ALL CELEBRATE. AND I'M SO EXCITED
TO BE WITNESSING IT. AND COMMISSIONER
CHO AND HASEGAWA, YOU BOTH ARE FRIENDS
TO ME. YOU BOTH ARE EXCEPTIONAL LEADERS.
AND COMMISSIONER FELLEMAN, I'M ALSO
REALLY EXCITED FOR YOU. YOU ARE THE ONLY
JEWISH COMMISSIONER ON OUR COMMISSIONER,
AND YOU DO IMPORTANT WORK IN THE
COMMUNITY. AND I AM EXCITED ABOUT YOUR
LEADERSHIP AS WELL. AND SO I'M JUST
HAPPY TO SEE YOU GUYS LEAD AND TO BE
WORKING ALONGSIDE EACH AND EVERY ONE OF
YOU.

ANY FURTHER COMMENTS?

ALL RIGHT. MY REMARKS ON THIS ARE GOING
TO BE REALLY SIMPLE. IT IS RARE THAT
I WOULD FEEL ZERO RESERVATIONS ABOUT
HANDING OVER LEADERSHIP TO SOMEONE. BUT
I AM HAVING WORKED NOW THREE YEARS WITH
COMMISSIONER CHO, I HAVE ZERO
RESERVATIONS ABOUT HIM DOING AN
EXCELLENT JOB AS PRESIDENT OF THE PORT
COMMISSIONER. AND THE OPPORTUNITY FOR
COMMISSIONER HASEGAWA TO STEP INTO THE
ROLE OF VICE CHAIR VICE PRESIDENT. IT
TELLS ME THAT WE'VE GOT BRIGHT FUTURE
AHEAD. AND SO THIS IS AN EXCITING TIME
FOR US AT THE PORT OF SEATTLE. AND I'M
JUST GLAD TO BE A PART OF BE A WITNESS
TO IT. SO WITH THAT SAID HEARING,
NO FURTHER DISCUSSION. CLERK HART, CAN
YOU PLEASE CALL THE ROLL FOR THE VOTE?
COMMISSIONER, PLEASE SAY AYE OR NAY WHEN
YOUR NAME IS CALLED, BEGINNING WITH
COMMISSIONER CHO. AYE. THANK YOU.
COMMISSIONER FELLEMAN. AYE. THANK YOU.
COMMISSIONER HASEGAWA. AYE. THANK YOU.
COMMISSIONER MOHAMMED. AYE. THANK YOU.
AND COMMISSIONER CALKINS. AYE. THANK YOU
FIVE AYES AND ZERO NAYS FOR THIS SLATE
OF OFFICERS FOR 2023. AND WITH THAT,
[APPLAUSE]

THE MOTION PASSES. CONGRATULATIONS,
COMMISSIONER CHO, COMMISSIONER HASEGAWA
AND COMMISSIONER FELLEMAN. AND SAM, I GET

TO NOW TURN THE GAVEL OVER TO YOU AND WE SWITCH SEATS. IS THAT RIGHT, MICHELLE? SWITCH SEATS? YES, PLEASE. OKAY. I'M TAKING THIS WITH ME. THERE YOU GO. IF ANYBODY'S QUESTION- AMAZING. WELL, I SAID MY BIT EARLIER, SO I'LL MAKE MY REMARKS QUICK. BUT FIRST AND FOREMOST, I WANT TO THANK MY COLLEAGUES FOR ENTRUSTING ME, IN ME WITH THIS TREMENDOUS RESPONSIBILITY. AND I WANT TO THANK PRESIDENT CALKINS OR PRESIDENT EMERITUS CALKINS FOR THE TREMENDOUS LEADERSHIP THAT YOU SHOWED IN 2022. 2022 WAS VERY UNIQUE FOR MANY REASONS. WE HAD TWO NEW COLLEAGUES WHO JOINED US IN THE COMMISSION, AND OFTENTIMES WHEN YOU HAVE NEW PEOPLE ON A TEAM, IT CAN BE A LITTLE HECTIC. YOU'RE NOT SURE IF FOLKS ARE GOING TO GET ALONG. I KNEW WE WERE GOING TO GET ALONG, BUT IT'S NOT ALWAYS CLEAR HOW THE TEAM WILL MESH TOGETHER. AND I THINK COMMISSIONER CALKINS DID AN EXCELLENT JOB FROM DAY ONE OF HAVING NEW COLLEAGUES, OF GETTING US TOGETHER, MAKING SURE THAT WE WERE ALL ON THE SAME PAGE. AND IT WAS VERY CLEAR FROM THE GET GO THAT WE ALL SHARED THE SAME VALUES. AND I THINK THE SUCCESS THAT WE SAW IN 22 WAS A LARGE PART OF THE LEADERSHIP THAT YOU SHOWED. SO THANK YOU SO MUCH. IN CLOSING, I WANT TO REALLY THANK THE PORT STAFF. OFTENTIMES, AS ELECTEDS AND AS COMMISSIONERS HERE ON THIS PODIUM, WE ALWAYS GET THE SPOTLIGHT OR THE HEADLINES IN THE NEWS, BUT WE ALL KNOW UP HERE THAT IN REALITY, IT'S THE FOLKS ON THE GROUND IN OUR OFFICES WHO ARE REALLY EXECUTING AND DOING ALL THE GREAT WORK THAT MAKE US LOOK SO GOOD. AND SO ON BEHALF OF MY COLLEAGUES HERE UP ON THE PODIUM, I REALLY WANT TO THANK THE PORT STAFF. WE WENT THROUGH A TOUGH WINTER, WITH SOME DIFFICULTIES AT THE AIRPORT. THE PANDEMIC WAS TOUGH FOR THOSE WHO WORKED IN THE MARITIME INDUSTRY, AND WE HAVE A LOT OF CHALLENGES AHEAD. BUT I WILL SAY THAT WITH THIS NEW LEADERSHIP AND THE COMMITMENT THAT WE HAVE TO PEOPLE, THAT I'M VERY OPTIMISTIC AND EXCITED ABOUT THE FUTURE. LASTLY, I'LL JUST SAY THAT TO QUOTE A GOOD FRIEND AND MENTOR OF MINE, MARYLAND STRICKLAND, WHO ALWAYS SAYS, IT'S GREAT TO BE THE FIRST, BUT YOU SHOULD NEVER BE THE LAST. AND SO WHILE I MAY BE THE FIRST PERSON OF COLOR TO SERVE IN THIS SPOT, I KNOW FOR A FACT THAT I WON'T BE THE LAST. AND SO I REALLY LOOK FORWARD TO THOSE WHO ARE GOING TO COME AHEAD, WHO ARE GOING TO

LEAD THIS INSTITUTION GOING FORWARD. SO
THANK YOU VERY MUCH.
I'D LIKE TO NOW ASK IF OUR COMMISSION
VICE PRESIDENT AND SECRETARY HAVE
COMMENTS THEY WOULD LIKE TO MAKE. SO
I'LL START WITH COMMISSIONER HASEGAWA.
THANK YOU, PRESIDENT CHO.
WELL, ACTUALLY, FIRST AND FOREMOST, I
JUST WANTED TO ACKNOWLEDGE THE
TREMENDOUS LEADERSHIP OF OUR OUTGOING
PRESIDENT, COMMISSIONER CALKINS, WHO HAS
TRULY DEMONSTRATED FOR ME WHAT GRACE AND
COMPASSION IN LEADERSHIP LOOKS LIKE. I
THINK YOU WERE A REALLY IMPORTANT
EXAMPLE TO BE ABLE TO STEP TO THIS BODY
AS A FRESHMAN AND SEE YOU IN ACTION.
AND YOU, FOR ME,
SET THE EXAMPLE OF HOW VALUES AND VISION
CAN GUIDE THE INSTITUTION AND LEAVE A
LEGACY AND A FOUNDATION UPON WHICH WE
CAN BUILD. CAN YOU JUST SHOW THE
AUDIENCE YOUR TIE, PLEASE? TUCK?
IT'S IMPORTANT IN LEADERSHIP THAT YOU
COME WITH VISION AND VALUES. AND SO I
JUST WANTED TO CONGRATULATE YOU ON THE
AMAZING FOUNDATION AND YOUR VERY MANY
SUCCESSES AS PRESIDENT. IT'S SUCH AN
HONOR TO BE YOUR COLLEAGUE. AND,
COMMISSIONER CHO, I HAVE HAD THE
PRIVILEGE OF SEEING YOU IN ACTION IN
MANY DIFFERENT CAPACITIES. BUT I DO
THINK THAT THE MOST EXCITING AND MOST
REWARDING OF ALL IS TO BE ABLE TO CALL
YOU PORT OF SEATTLE COMMISSION
PRESIDENT. SEEING YOU IN THIS POSITION
BRINGS ME BOTH PRIDE AND IT ALSO, I
THINK, BRINGS JOY TO THIS WORK.
AND AS YOU TAKE THAT GAVEL, BE COGNIZANT
THAT YOU ARE BREAKING YET ANOTHER GLASS
CEILING. AND IN YOUR OWN WORDS, NOT TO
BE THAT YOU'RE THE FIRST, BUT NOT TO BE
THE LAST, AND THAT YOU ARE SETTING DOWN
THE LADDER, ENSURING THAT OTHERS COULD
CLIMB UP TOO. YOUR LEVEL HEADEDNESS
KINDNESS AND COMMITMENT TO JUSTICE SERVE
AS A MEANINGFUL COMPASS FOR YOU AS YOU
WEATHER THE UNKNOWN ELEMENTS IN THE YEAR
AHEAD. YOU CAN COUNT ON ME AND YOU CAN
COUNT OF ALL OF US AS YOUR COLLEAGUES.
AND JUST LIKE WE CAN COUNT ON YOU TO
TAKE THIS POSITION WITH STRIDE. I
BELIEVE IN YOU. AND CONGRATULATIONS ON
THIS MARKED ACCOMPLISHMENT AS THE FIRST
PERSON OF COLOR AND THE YOUNGEST
PRESIDENT TO EVER SERVE IN THIS CAPACITY
IN OUR OVER 110 YEAR HISTORY. THANK YOU
SO MUCH. COMMISSIONER HASEGAWA AND OUR
COMMISSION SECRETARY, COMMISSIONER
FELLEMAN. YOU HAVE THE FLOOR. THANK YOU.
COMMISSION PRESIDENT. AND THANK YOU,
OUTGOING PRESIDENT. THIS HAS BEEN A
GREAT YEAR, AND I REALLY DO APPRECIATE
THE WORK YOU'VE PUT IN, AND I DO

APPRECIATE THE PORT OF MY COLLEAGUES ON THIS COMMISSION WHOSE DIVERSITY IS INCREASINGLY ABLE TO REPRESENT THE DIVERSITY OF CONSTITUENTS THAT WE HAVE THE HONOR TO SERVE. AND I DO APPRECIATE BEING ABLE TO BRING MAYBE SOME OF MY INSTITUTIONAL MEMORY TO THE DEGREE MY AGE ALLOWS FOR IT. BUT I ALSO WANT TO MAKE IT CLEAR THAT THERE ISN'T A NECESSARY SUCCESSION TO PRESIDENCY, AND I DO NOT WANT IT TO BE SEEN THAT I AM PRECLUDING THE OPPORTUNITY FOR MY COLLEAGUES TO RISE ABOVE. AND IN FACT, WE VERY MUCH WANTED TO HAVE COMMISSIONER HAMDI TAKE THIS ROLE AT THIS TIME, BUT IT DID NOT WORK FOR HER SCHEDULE. AND SO I WOULD BE HONORED TO HAVE HER CONTINUE TO RISE IN FRONT OF MY SCHEDULE. SO JUST WANT TO PUT IT OUT THERE. I'M NOT JUMPING THE GUN HERE. AND I DO VERY MUCH APPRECIATE THE CAMARADERIE THAT THIS COMMISSION HAS SHOWN AND LIKE I SAID, AND THE LEADERSHIP THAT COMMISSIONER CALKINS HAS SHOWN FOR THIS PAST YEAR AND LOOK FORWARD TO WORKING WITH PRESIDENT CHO. THANK YOU. THANK YOU, COMMISSIONER. FELLEMAN, ARE THERE ANY ADDITIONAL COMMISSIONER COMMENTS TO BEGIN THE YEAR? ALL RIGHT, SEEING NONE. CLERK HART, PLEASE READ THE NEXT ITEM INTO THE RECORD. WE'LL THEN HEAR FROM EXECUTIVE DIRECTOR METRUCK TO INTRODUCE THE ITEM. THANK YOU. THIS IS AGENDA ITEM FOUR B PROCLAMATION AND RECOGNITION OF JANUARY AS HUMAN TRAFFICKING PREVENTION MONTH. COMMISSIONERS, THE PORT OF SEATTLE IS A NATIONAL LEADER AMONG SEAPORTS AND AIRPORTS IN TERMS OF OUR EFFORTS TO COMBAT HUMAN TRAFFICKING. WE'RE PROUD OF OUR ACHIEVEMENTS TO DATE, BUT WE ALSO KNOW THAT WE HAVE SIGNIFICANT OPPORTUNITIES TO MAKE EVEN MORE OF AN IMPACT. TO THAT END, TODAY'S PROCLAMATION, RECOGNIZED IN JANUARY AS HUMAN TRAFFICKING PREVENTION MONTH, IS AN IMPORTANT OPPORTUNITY TO RECOMMIT OURSELVES TO DOING EVERYTHING POSSIBLE TO END THIS TERRIBLE CRIME. AT THIS TIME I'LL TURN IT OVER TO COMMISSION STRATEGIC ADVISOR. TYLER HEMSKI. TYLER THERE'S TYLER. HEY, EVERYBODY. SO THIS WORK IS REALLY AMAZING AND WE'VE GOT A REALLY AMAZING TEAM HERE TODAY TO HELP READ OFF THIS PROCLAMATION. WE'VE GOT CHAD ALDRIDGE, DELMAS. WHITTAKER, VEE WEN, AND MARK BRETTMAN FROM BEST IS GOING TO BE JOINING HERE IN JUST 1 SECOND TOO. ALSO, JAMIE CARTER COULDN'T JOIN TODAY, BUT SHE IS A KEY PART OF THIS PORT TEAM MAKING THIS HAPPEN. SO WITHOUT FURTHER ADO, I'M GOING TO TURN IT OVER TO I THINK IT'S THE TO START.

WHEREAS HUMAN TRAFFICKING, ALSO KNOWN AS TRAFFICKING IN PERSONS, INCLUDES BOTH FORCED LABOR AND SEX TRAFFICKING. AND WHEREAS HUMAN TRAFFICKING ROBS MILLIONS OF THEIR DIGNITY AND FREEDOM, ENRICHES TRANSNATIONAL CRIMINALS AND TERRORISTS, REPRESENTS A THREAT TO INTERNATIONAL PEACE AND SECURITY, AND UNDERMINES THE RULE OF LAW. AND WHEREAS THE FEDERAL TRAFFICKING VICTIMS PROTECTION ACT OF 2000 CALLED FOR THE UNITED STATES TO COMBAT HUMAN TRAFFICKING DOMESTICALLY AND INTERNATIONALLY, AND WHEREAS IN 2010, PRESIDENT OBAMA DECLARED JANUARY NATIONAL SLAVERY AND HUMAN TRAFFICKING PREVENTION MONTH. AND EVERY YEAR SINCE, EACH PRESIDENT HAS FOLLOWED THIS TRADITION. AND WHEREAS, THE PORT OF SEATTLE HAS JOINED THE FIGHT TO END HUMAN TRAFFICKING THROUGH MULTI YEAR EFFORTS AT SEA, INCLUDING BYSTANDER TRAINING FOR PORT EMPLOYEES AND VICTIM SELF RESCUE TOOLS. AND WHEREAS DURING THE PORT'S 2021 BUDGET PROCESS, COMMISSIONER CHO CHAMPIONED \$300,000 IN THE BUDGET TO PROVIDE ESSENTIAL RESOURCES FOR THE PORT'S ANTI HUMAN TRAFFICKING EFFORTS. AND WHEREAS THE US DEPARTMENT OF TRANSPORTATION HAS AWARDED THE 2022 COMBATING HUMAN TRAFFICKING AND TRANSPORTATION IMPACT AWARD AND \$50,000 IN CASH TO SEA UNITED AGAINST HUMAN TRAFFICKING PROPOSAL TO CONVENE A NATIONAL STEERING COMMITTEE OF 20 DIVERSE AIRPORTS AND SCALE THE PORT OF SEATTLE'S COUNTER TRAFFICKING APPROACH INTO THE AWARENESS TOOLKIT FOR USE BY AIRPORTS NATIONWIDE. AND WHEREAS, THE PORT HAS CONVENE AN ANTI HUMAN TRAFFICKING WORK GROUP COMPRISED OF EMPLOYEES FROM AVIATION, MARITIME AND CORPORATE AND CENTRAL SERVICES, WHICH HAS PRESENTED RECOMMENDATIONS FOR THE PROPOSED SPENDING PLAN FOR THESE RESOURCES. AND WHEREAS, RECOMMENDATIONS FROM THE ANTI TRAFFICKING ANTI HUMAN TRAFFICKING WORK GROUP WERE CRAFTED TO ENSURE THAT EVERY DIVISION OF THE PORT'S OPERATIONS BOLSTERS THE PORT'S ANTI TRAFFICKING ANTI HUMAN TRAFFICKING EFFORTS. RECOMMENDATIONS WERE ORGANIZED VIA THE PORT'S FOUR PILLARS TO COMBAT HUMAN TRAFFICKING POLICY AND PROCEDURAL CHANGE, TRAINING FOR EMPLOYEES AT PORT FACILITIES, A PUBLIC AWARENESS CAMPAIGN AND PARTNERSHIPS TO AMPLIFY THE ANTI TRAFFICKING EFFORTS. AND WHEREAS THE PORT'S PLANNED ANTI HUMAN TRAFFICKING EFFORTS FOR 2023 INCLUDE ROLLING OUT A PORT WIDE PLEDGE INVITING TENANTS TO BECOME ALLIES IN OUR EFFORTS TO COMBAT HUMAN TRAFFICKING, A REFRESHED

PUBLIC AWARENESS CAMPAIGN AND ADDITIONAL EVENTS THROUGHOUT THE PORT INTENDED TO GROW AWARENESS WITH PORT EMPLOYEES, PORT TENANTS, AND OR DEEPEN PARTNERSHIPS WITH PORT PARTNERS SUCH AS OTHER PUBLIC AGENCIES. NOW, THEREFORE, THE PORT OF SEATTLE COMMISSIONER HEREBY RECOGNIZES JANUARY AS HUMAN TRAFFICKING PREVENTION MONTH. THE PORT ALSO COMMITS TO EXPAND OUR ONGOING EFFORTS TO ELIMINATE THE DISCOURAGE OF HUMAN TRAFFICKING ACROSS THE OPERATIONS OF OUR ENTIRE ORGANIZATION.

EXCELLENT. THANK YOU SO MUCH TO YOU ALL FOR READING THE PROCLAMATION OUT TO US. I'D LIKE TO TAKE A MOMENT OF PERSONAL PRIVILEGE AND SPEAKING FIRST ON THIS MATTER, MAINLY BECAUSE IT'S ONE THAT I WILL BE SPONSORING AS THE PRIME. FIRST. THANK YOU TO THE STAFF. AGAIN, MOST PEOPLE DON'T REALIZE THIS, BUT A LOT OF THE WORK THAT WE DO IN HUMAN TRAFFICKING IS ACTUALLY COMPLEMENTARY. AND OUTSIDE OF MOST PEOPLE'S, NINE TO FIVE DAILY. SO THIS IS SOMETHING THAT OUR STAFF IS EXTREMELY PASSIONATE ABOUT. THEY DEVOTE TIME OUTSIDE IN ADDITION TO THEIR DAILY WORK TO DO THIS WORK. AND SO I REALLY APPRECIATE THAT, AND I DON'T THINK YOU ALL GET ENOUGH CREDIT AND APPRECIATION FOR THAT. SO THANK YOU AGAIN. I ALSO WANT TO TAKE A MOMENT TO THANK MARK BRETTMAN, WHO HAS JOINED US TODAY TO HELP READ THE PROCLAMATION. BUT FOR THOSE OF YOU WHO DON'T KNOW, SHE IS THE OUTGOING PRESIDENT AND CEO OF BEST, WHICH IS THE BUSINESSES ENDING SLAVERY AND TRAFFICKING. YES, SHE IS EARLY RETIREMENT, WELL DESERVED. BUT BEST HAS BEEN A TREMENDOUS PARTNER IN OUR EFFORTS TO COMBAT HUMAN TRAFFICKING, INCLUDING THIS EFFORT HERE TODAY, THAT WE ARE HIGHLIGHTING A PLEDGE THAT WE WILL BE SIGNING TOMORROW ALONG WITH OUR TENANTS. I THINK IT'S A TESTAMENT TO HOW MUCH WE ARE DOING IN THIS FIELD WHEN YOU SEE THE US. DEPARTMENT OF TRANSPORTATION GIVING US AN AWARD, AS WELL AS ACTUAL MONEY TOWARDS THESE EFFORTS. SO I REALLY COMMEND THE STAFF FOR THIS. OBVIOUSLY, THERE'S SO MUCH MORE WORK TO BE DONE WHEN IT COMES TO THIS THAT THE WORK NEVER STOPS. BUT I'M TRULY PROUD OF THE FACT THAT THE PORT OF SEATTLE HAS BECOME A LEADER ON THIS ISSUE, AND THERE'S REALLY NOTHING MORE THAT I WOULD WANT US TO TACKLE IN MY FIRST DAY AS PRESIDENT. SO THANK YOU SO MUCH FOR ALL THAT. ARE THERE ANY OTHER COMMISSIONERS AT THIS TIME WHO MAKE COMMENTS? VICE PRESIDENT HASEGAWA, PLEASE.
SUSANNA RAMIRETA BLACKWELL SHE

IS A WOMAN WHO WAS BOUGHT AS A MAIL ORDER BRIDE BY A MAN WHO BECAME HER HUSBAND LEGALLY, WHO FOUND HER IN A MAGAZINE. HE FLIPPED THROUGH THE PAGES, DECIDED HE LIKED HER BEST, AND SENT FOR HER. HE PURSUED TO ABUSE HER AT HOME, AND SHE SOUGHT TO DIVORCE HIM. WHEN SHE SHOWED UP FOR HER COURT DATE, ACCOMPANIED BY TWO FRIENDS, PHOEBE GUYSON AND VERONICA LORETTA JOHNSON, SHE WAS MET BY HER HUSBAND, WHO CALMLY PULLED A NINE MILLIMETER HANDGUN AND SHOT HER VERTICALLY, FIRST IN THE HEAD, THEN IN THE CHEST, AND THEN IN HER BELLY, WHERE SHE WAS CARRYING HER EIGHT MONTH UNBORN CHILD. THE MURDERS OF THESE THREE WOMEN AND THE UNBORN CHILD CAUSED THE QUESTION OF WHAT DOES IT MEAN TO BUY A PERSON? AND IT STARTED A MOVEMENT. ADVOCATES FROM THE ASIAN AMERICAN COMMUNITY TURNED TO THE STATE LEGISLATURE AND IN LEGISLATION CHAMPIONED BY FORMER STATE REPRESENTATIVE VELMA FOIA, WASHINGTON STATE LED ON THE FIRST PIECE OF LEGISLATION THAT NAMED AND CRIMINALIZED HUMAN TRAFFICKING. THIS WAS MODEL LEGISLATION THAT WAS MULTIPLIED IN OTHER STATES ACROSS THE NATION. IT BEGAN A DEEP CONVERSATION ABOUT SOMETHING THAT WE REALIZED WAS AN INCREDIBLY LARGE INSTITUTIONAL PROBLEM. AND DIFFERENT STUDIES HAVE DEMONSTRATED THAT THAT PROBLEM ACTUALLY HAS A HUGE FOOTPRINT RIGHT HERE AT HOME. IN FACT, KING COUNTY IS A HOT SPOT IN AN INTERNATIONAL CIRCUIT FOR THE TRAFFICKING OF PERSONS. PORTS ARE A PLACE WHERE TRAFFICKING HAPPENS, BUT IT'S NOT JUST THROUGH OUR GATEWAY. IT'S IN THE FIELDS. IT'S ACROSS THE SUPPLY CHAIN. AND SO I'M SO PLEASED TO KNOW THAT THE PORT OF SEATTLE IS EXPANDING ITS EFFORTS AND RAISING AWARENESS, INCLUDING THROUGH THE PASSAGE OF THIS PROCLAMATION. WE HAVE SO MUCH WORK TO DO TO ADDRESS THE SECOND LARGEST AND FASTEST GROWING UNDERGROUND ECONOMY IN THE WORLD. BUT THIS IS ONE OF THOSE SPACES WHERE THE PORT OF SEATTLE CAN MAKE AN INFLUENCE GLOBALLY BY ACTING LOCALLY. THANK YOU SO MUCH TO OUR PRIME SPONSOR, COMMISSIONER CHO. AND THANK YOU TO THE STAFF THAT BROUGHT US FORWARD. THANK YOU SO MUCH, COMMISSIONER HASEGAWA. ANYONE ELSE ON THIS? COMMISSIONER MOHAMED. WELL, FIRST, I WANT TO THANK PRESIDENT CHO FOR BRINGING THIS FORWARD AND TO THE STAFF MEMBERS WHO HAVE SPENT SO MUCH TIME ON THIS ISSUE. PRESIDENT CHO, THANK YOU FOR KEEPING THIS ISSUE FRONT AND CENTER FOR THE COMMISSIONER. I ALSO WANT TO

RECOGNIZE FORMER COMMISSIONER COURTNEY GREGOIRE, WHO ALSO KEPT THIS ISSUE FRONT AND CENTER FOR THE PORT OF SEATTLE. IT IS A COMBATING. HUMAN TRAFFICKING HAS BEEN AN ISSUE THAT THE PORT HAS BEEN WRESTLING WITH FOR A VERY LONG TIME. AND IT IS AN ISSUE THAT WE HAVE TO CONTINUE TO WORK TOWARDS AND TO COMBAT. COMMISSIONER. PRESIDENT CHO AND I HAVE TALKED ABOUT THIS ISSUE IN THE AVIATION COMMITTEE. AND EVERY TIME THESE PROCLAMATIONS COME IN FRONT OF US, I ALWAYS GO TO A PLACE OF WHAT COULD WE DO, WHAT MORE CAN WE DO? WHAT ACTIONS, WHAT TOOLS DO WE HAVE TO ACT AND DO SOMETHING ABOUT THIS ISSUE THAT IMPACTS SO MANY PEOPLE. SO MANY PEOPLE WHO LOOK LIKE ME, WHO LOOK LIKE SO MANY OF US IN THIS ROOM. AND THERE'S ALSO REPRESENTATIVE TINA ORWELL FROM THE 33RD HAS WORKED ON THIS ISSUE FOR A VERY LONG TIME. AND I HAVE SHARED WITH FOLKS IN THE AVIATION COMMITTEE THAT WE NEED TO GO BEYOND SIGNAGES, THAT WE NEED TO DO MORE. A LOT OF THE TIMES WHEN SOMEONE IS TRAFFICKED AND THEY'RE TRAFFICKED THROUGH OUR AIRPORT, FOR EXAMPLE, ONE OF THE ONLY PLACES THAT THEY HAVE TIME TO BE ALONE AND TO BE BY THEMSELVES IS AT A RESTROOM. AND IT'S NOT IDEAL TO PUT A PHONE INSIDE OF A RESTROOM, BUT WE NEED TO THINK ABOUT PANIC BUTTONS FOR PEOPLE WHO ARE BEING TRAFFICKED. WE NEED TO THINK ABOUT WAYS THAT WE CAN SAVE LIVES. WE SAY THAT FOLKS WHO ARE BEING TRAFFICKED ARE NOT ALONE, AND THERE HAS TO BE MORE THAT NEEDS TO BE DONE. AND I KNOW THAT OUR STAFF AT THE PORT OF SEATTLE IS COMMITTED TO TAKING ON THIS ISSUE. AND I KNOW PRESIDENT CHO HAS BROUGHT THIS ISSUE FRONT AND CENTER A NUMBER OF TIMES. AND SO I'M LOOKING FORWARD TO SUPPORTING THIS PROCLAMATION AND ALSO, IN 2023, FIGURING OUT WAYS THAT WE CAN DO MORE. AND SO THANK YOU FOR BRINGING US BACK AGAIN, AND I LOOK FORWARD TO DOING MORE THIS YEAR. THANK YOU. COMMISSIONER CALKINS, IN THE LARGER ECOSYSTEM IN WHICH PEOPLE MOVE BETWEEN PLACES, NATIONAL BOUNDARIES PLAY AN EXTRAORDINARILY IMPORTANT ROLE IN DETERMINING WHO CAN COME AND GO FROM WHERE. AND UNFORTUNATELY, OUR BROKEN IMMIGRATION SYSTEM IN THE UNITED STATES ACTUALLY EXACERBATES THIS PROBLEM BECAUSE IT CREATES INCENTIVES, GRAY OR BLACK MARKET INCENTIVES FOR FOLKS TO TRAFFICKING PEOPLE, RATHER THAN THOSE PEOPLE BEING ABLE TO PURSUE LEGAL MEANS TO GET TO AND FROM THE UNITED STATES AND OTHER COUNTRIES. AND SO I THINK FOR US, IT'S IMPORTANT TO RECOGNIZE THAT WE NEED

TO CONTINUE AS AN INSTITUTION TO
ADVOCATE FOR A FEDERAL
IMMIGRATION FIX. THE SYSTEM IS
INCREDIBLY BROKEN AND IS CREATING ALL
SORTS OF NEGATIVE EXTERNALITIES,
INCLUDING THIS ONE.
COMMISSIONER FELLEMAN, I HAVE NOTHING
REALLY TO ADD OTHER THAN MY APPRECIATION
FOR THE COMMISSION TO PURSUE THIS
ISSUANCE FOR STAFF'S WORK TO MAKE IT
REAL. THANK YOU. EXCELLENT. THANK YOU SO
MUCH. HEARING NO FURTHER DISCUSSION FOR
THIS ITEM. IS THERE A MOTION AND A
SECOND? THE MOTION
WAS MADE AND SECONDED. CLERK HART,
PLEASE CALL THE ROLL FOR THE VOTE.
COMMISSIONER, PLEASE SAY AYE OR NAY WHEN
YOUR NAME IS CALLED. THANK YOU.
BEGINNING WITH COMMISSIONER CHO. AYE.
THANK YOU. COMMISSIONER FELLEMAN. AYE.
THANK YOU. COMMISSIONER HASEGAWA. AYE.
THANK YOU. COMMISSIONER MOHAMMED. AYE.
THANK YOU. AND COMMISSIONER CALKINS.
AYE. IT'S WEIRD LOOKING AT CHAIR OVER
THERE. COMMISSIONER ON THE END. AYE.
THANK YOU. FIVE AYES, ZERO NAYS FOR THIS
ITEM. EXCELLENT. THE MOTION PASSES.
THANK YOU SO MUCH. ALL RIGHT, MOVING ON
TO THE NEXT AGENDA ITEM. THANK YOU,
CHAD. OUR NEXT AGENDA ITEM IS THE
EXECUTIVE DIRECTOR'S REPORT. EXECUTIVE
DIRECTOR. METRUCK. YOU HAVE THE FLOOR.
GOOD AFTERNOON, COMMISSIONERS, AND HAPPY
NEW YEAR. I'D LIKE TO BEGIN MY REMARKS
BY THANKING COMMISSIONER CALKINS FOR HIS
LEADERSHIP AS COMMISSION PRESIDENT
DURING THE LAST YEAR. IT REALLY WAS A
CHALLENGING YEAR. COMMISSIONER, I KNOW
YOU SAID I'M GLAD AT THE END THAT YOU
SAID IT'S ALL THE STAFF THAT DOES THE
WORK, BUT I APPRECIATE THOSE KIND
COMMENTS EARLIER. BUT I REALLY WANT TO
THANK YOU FOR YOUR LEADERSHIP DURING A
YEAR. I THINK AS I LOOK BACK, I THINK
ABOUT THE THINGS WE ACCOMPLISHED AND NOT
THE CHALLENGES THAT WE FACED. BUT I
THINK WE ALL KNOW THAT THERE WERE
DIFFERENT VARIOUS CHALLENGES DURING THE
YEAR THAT WE FACED IN DIFFERENT THINGS
AND OVERCOMING THOSE AND REALLY GOING
INTO THIS YEAR, COMING OUT OF THE
PANDEMIC NOW, THAT'S IN YEAR THREE. AND
I APPRECIATE BEN SURAT SAYING THAT,
OH, YEAH, IT'S HARD TO THINK ABOUT THOSE
THREE YEARS, BUT I THINK 22 WAS
A TRANSITION YEAR FOR THAT AS WELL. SO I
APPRECIATE YOUR STRONG LEADERSHIP AND
FRIENDSHIP AND WORKING TOGETHER ON
MOVING AHEAD ON ALL THE IMPORTANT THINGS
THAT WE ACCOMPLISHED. AND JUST AS A
LITTLE TEASER, I WOULD SAY IS THAT
TALKING ABOUT THOSE ACCOMPLISHMENTS IN
THE STATE OF THE PORT REPORT COMING UP

WOULD BE GOOD OPPORTUNITY TO TALK IN DEPTH ABOUT THOSE MANY THINGS AND THEN LOOKING FORWARD. THANK YOU.

AND I ALSO WANT TO CONGRATULATE THE NEWS AND PRECEDENT SETTING SLATE OF NEW OFFICERS. PRESIDENT CHO. COMMISSIONER CHO AS PRESIDENT. COMMISSIONER HASEGAWA AS VICE PRESIDENT AND COMMISSIONER FELLEMAN AS SECRETARY. AND I LOOK FORWARD. WE HAVE SIMILAR CHALLENGES AHEAD OF US AND DIFFERENT THINGS. I KNOW THOSE WILL COME, BUT I THINK, AS IT WAS SAID IN THE REMARKS EARLIER TODAY, IS THAT THAT FEELING OF CAMARADERIE AND THE ABILITY TO WORK THROUGH ON DIFFERENT THINGS IS REALLY IMPORTANT FOR US AS AN INSTITUTION, AS AN ORGANIZATION. AND I KNOW THAT WE HAVE THE COMPETENT STAFF. AND THANKS TO YOUR LEADERSHIP IN THE RESOURCING OF US, I THINK WE'RE POSITIONED WELL TO ADVANCE THAT WORK IN 2023. AND I LOOK FORWARD TO BUILDING ON THE SUCCESSES THAT WE HAVE IN 2022 GOING FORWARD. HOWEVER, BEFORE WE LOOK AHEAD, I WANT TO HIGHLIGHT TWO SIGNIFICANT OPERATIONAL SUCCESSES AT THE END OF LAST YEAR THAT PROBABLY ARE STILL IN OUR MEMORIES, EVEN THOUGH IT'S HARD TO REMEMBER THOSE ON SUCH A NICE, BEAUTIFUL DAY WHERE WE HAVE GREAT WEATHER AND IT'S REALLY FORESHADOWING OUR FUTURE IN 2023. HOWEVER, I WANT TO LOOK BACK A FEW WEEKS AGO, FIRST AT SEA AT SEATTLE TACOMA INTERNATIONAL AIRPORT, WHERE THERE WERE TWO SIGNIFICANT DISRUPTIONS, STARTING WITH AN ICE STORM AND THEN THE NATIONAL CANCELLATIONS FROM SOUTHWEST AIRLINES. I'D LIKE TO SHARE JUST A FEW HIGHLIGHTS OF HOW WE AS AN ORGANIZATION PLANNED IN ADVANCE FOR AND RESPOND TO THESE KINDS OF WEATHER EVENTS WHEN THEY'RE FORECASTED. SO FORECASTED WEATHER EVENTS DO ALLOW US TO DO PRE PLANNING. A WEEK BEFORE THE POTENTIAL SNOW AND ICE STORM, MANAGERS AND AVIATION MAINTENANCE STARTED WORKING ON 12 HOURS ON. 12 HOURS OFF IN ORDER TO WORK AROUND THE CLOCK TO BE PREPARED. OUR AUTO MECHANICS BEGAN PREPARING THE SNOW FLEET MATERIALS AND SUPPLIES. PRIOR MAINTAINED ALL EQUIPMENT DURING, AND NOW WILL CONTINUE FOR DAYS TO RETURN THIS FLEET TO READINESS AND ALSO THE INVESTMENTS WE MADE IN PREVIOUS YEARS TO ENHANCE OUR EQUIPMENT HELPS TO POSITION US AS WELL. THE FIELD CREW, WITH THE ASSISTANCE OF ABOUT 50 ADDITIONAL PORT OF SEATTLE EMPLOYEES FROM VARIOUS POSITIONS THROUGHOUT THE PORT WORKED TO KEEP THE AIRFIELD OPERATIONAL AROUND THE CLOCK. THIS TIME, DESPITE EVERY CONCEIVABLE EFFORT TO COMBAT ICE AND FREEZING RAIN, THE

RUNWAYS COULD NOT BE MADE SAFE FOR AIRCRAFT, WHICH IS OUR TOP PRIORITY. AS A MATTER OF FACT, IF YOU WATCHED THE NEWS, YOU HEARD AIRCRAFT ON OTHER AIRPORTS LANDED AND SLID OFF THE RUNWAY IN THOSE CONDITIONS, SO WE ALWAYS KEEP SAFETY AS PARAMOUNT. I UNDERSTAND THAT ONE OF THE DEICER TRUCKS WAS SLIDING SIDEWAYS DOWN A RUNWAY AT ONE POINT AS AN EFFORT TO DEICE THE RUNWAY. IT TOOK WORKING ALL NIGHT TO GET A RUNWAY. ONE RUNWAY OPENED BY FIRST LIGHT, AND THEY DID THAT. I KNOW THIS WAS NOT AN EASY TASK, AND I APPRECIATE OUR CREW'S TIRELESS EFFORTS THROUGH SUCH CONDITIONS WORKING TO DO THAT. BESIDES THE AIRFIELD, OTHER STAFF WERE HELPING MANAGE THE HOLIDAY QUEUES FOR SECURITY AND GETTING AIRPORT EMPLOYEES AND PASSENGERS TO AND FROM THE AIRPORT. NO SMALL TASK. A SPECIAL SHOUT OUT TO OUR BUS DRIVERS. AT THE PEAK OF THE STORM, WE HAD ONLY FOUR OF NINE RENTAL BUS CAR DRIVERS OPERATING. WE USUALLY HAVE NINE TO ELEVEN AND ONLY THOSE FOUR BUS DRIVERS. THESE FOUR BUS DRIVERS KEPT THE RENTAL CAR FACILITY LOOP MOVING SAFELY WITH NO ACCIDENTS. BUS DRIVERS ALSO SERVED AS THE EYES ON THE FIELD IN THE FIELD, REPORTING AIRPORT ROADWAY CONDITIONS AND HAZARDS SO WE COULD ADDRESS THEM. SIMILARLY. WHILE SOUTHWEST IS A SMALL CARRIER AT SEA, THEY TYPICALLY FLY BETWEEN 37 AND 45 FLIGHTS A DAY FROM OUR AIRPORT. OVER THE HOLIDAYS, A LARGE NUMBER OF THOSE FLIGHTS WERE CANCELED AS THE AIRLINES STRUGGLED TO OVERCOME A SYSTEM WIDE NATIONAL PROBLEMS. FOR EXAMPLE, ON DECEMBER 27, SOUTHWEST AIRLINES FLEW JUST FIVE FLIGHTS FROM OUR AIRPORT. ANY CANCELLATION IMPACTS OUR TRAVELERS, AND MANY AIRPORT STAFF STEPPED UP TO HELP. NOT ONLY PORT EMPLOYEES, BUT ALSO OUR AIRPORT DINING AND RETAIL TENANTS WHO OFFERED TERRIFIC SERVICE AND PLENTY OF AMENITIES. PORT STAFF PROVIDED HIGH FIVE THANK YOU WATER BOTTLES TO AIRPORT WORKERS HELPING OUR SHARED CUSTOMERS. HUGE THANKS TO THE MANY PORT EMPLOYEES WHO WORKED THROUGH THE CHALLENGING EVENTS AT SCA OVER THE HOLIDAYS AS THE PORT TO KEEP THE AIRPORT SAFE AND SOUND AND OPERATIONAL. TWENTY FOUR, SEVEN, AND THIS IS THE THING WE DO EVERY DAY. HARSH WEATHER CONDITIONS ALSO BROUGHT ADDITIONAL PROBLEMS. THERE WAS SIGNIFICANT DEVASTATION TO OUR COMMUNITY IN THE DUWAMISH VALLEY NEIGHBORHOOD OF SOUTH PARK WITH SEVERE FLOODING THAT LED TO OVER 85 INDIVIDUALS BEING DISPLACED DUE TO SIGNIFICANT DAMAGE TO THEIR HOMES. MANY OF THEM WERE

MULTI-GENERATIONAL FAMILIES FROM LATINX AND KMAI COMMUNITIES. WORKING CLOSELY WITH SEATTLE PUBLIC UTILITIES, THE DUWAMISH RIVER COMMUNITY COALITION, THEY ORGANIZED MUTUAL AID DONATIONS, LANGUAGE ACCESS AND OTHER RESOURCES. PORT STAFF STOOD UP OUR DUWAMISH RIVER COMMUNITY HUB IN THE HEART OF SOUTH PARK AS A RESPITE CENTER AND DONATION HUB FOR THOSE IMPACTED. CLOTHING, GROCERIES, WATER SUPPLIES AND MONETARY DONATIONS HAVE BEEN STEADILY COMING IN AND GETTING IN THE HANDS OF THOSE IN NEED. IT REALLY SUPPORT THE SUPPORT OF ALL THE COMMISSIONERS, ESPECIALLY COMMISSIONER HASEGAWA, IN THESE EFFORTS TO MEET THE NEEDS OF THE COMMUNITY AND FOCUSING ON THE NEEDS OF THE COMMUNITY. I WANT TO RECOGNIZE THE MANY PORT STAFF THAT STEPPED UP TO VOLUNTEER FOR SHIFTS AT THE HUB MANAGED BY OUR COMMUNITY ENGAGEMENT TEAM WHO LED THE PORT'S RESPONSE. THE DRCC HAS PARTNERED WITH SEVERAL OTHER COMMUNITY ORGANIZATIONS TO OFFER ONGOING SUPPORT FOR THE COMMUNITY AND AS OF TUESDAY, AS OF TODAY, THE HUB HAS RETURNED TO NORMAL OPERATIONS SERVING OUR DUWAMISH RIVER COMMUNITY EQUITY PROGRAMMING. I'M PROUD OF THE WAY THE PORT STEPPED UP AT THIS TIME OF COMMUNITY CRISIS TO HELP OUR NEIGHBORS AS WE COULD. WE ENCOURAGE ALL OF THOSE WHO WANT TO PROVIDE SUPPORT TO VISIT THE DRCC WEBSITE, WHICH CONTINUES TO BE A CLEARINGHOUSE OF INFORMATION OF WAYS TO HELP THE COMMUNITY. IN POSITIVE NEWS, AT THE END OF THE YEAR, OUR STATE'S \$1 BILLION CLEAN HYDROGEN HUB APPLICATION, WHICH THE PORT AND THE NWSA ARE PART OF, RECEIVED ENCOURAGEMENT FROM THE UNITED STATES DEPARTMENT OF ENERGY. BASED ON AN INITIAL CONCEPT PAPER SUBMITTED THIS PAST FALL, THE DOE HAS INVITED THE PACIFIC NORTHWEST HYDROGEN HUB TO SUBMIT A FULL APPLICATION BY ITS DEADLINE IN APRIL. WE ARE ONE OF THE 33 APPLICANTS ENCOURAGED TO MOVE ON TO THE NEXT ROUND OF 79 TOTAL. HYDROGEN IS PROMISING. AS YOU KNOW, HYDROGEN IS A PROMISING ALTERNATIVE FUEL, PARTICULARLY IN THE MARITIME ENVIRONMENT, AND WE ARE EXCITED TO PARTICIPATE THIS IMPORTANT BIPARTISAN INFRASTRUCTURE LAW FUNDING OPPORTUNITY. WE LOOK FORWARD TO SHARING ADDITIONAL DETAILS WITH YOU AS WE GET CLOSER TO THE FINAL SUBMITTAL. LOOKING FORWARD TO THE YEAR AHEAD. I'D LIKE TO HIGHLIGHT A NUMBER OF CAPITAL PROJECTS WHOSE CONSTRUCTION AIRPORT TRAVELERS WILL BEGIN TO EXPERIENCE, AND I HAVE TO SAY NOT IN A GREAT WAY THEY'LL EXPERIENCE

THIS. AS PART OF THE EFFORTS TO UPGRADE SEATTLE TACOMA INTERNATIONAL AIRPORT, BARRICADES FOR THE UPCOMING SEA GATEWAY PROJECT ARE BEING INSTALLED ON THE NORTH END OF THE BAGGAGE CLAIM LEVEL, THEIR CAROUSELS 1516 AND DOORS 22.

AS NOTED IN THE PREVIOUS MEETINGS, ONCE COMPLETE, THIS PROJECT WILL IMPROVE THROUGHPUT AND MODERNIZE OUR NORTH MAIN TERMINAL. AND AS YOU KNOW, FOR ALL OF OUR PROJECTS, WE HAVE TO KIND OF REBUILD IT AS WE'RE CONTINUING TO OPERATE AND THIS IS JUST PART OF THAT PROCESS. BUT IT'S ALWAYS GOOD IF YOU'RE IMPACTED, TO KNOW THAT THERE'S BETTER THINGS, BETTER LEVEL OF SERVICE. ON THE OTHER SIDE, ON THE LAND SIDE, AS PART OF THE CURB SIDE ACCESSIBILITY AND SAFETY PROJECT SKYBRIDGE ONE NEAR THE GREEN ELEVATOR BANKS AND INTERNATIONAL AIRLINES WILL BE CLOSED DUE TO CONSTRUCTION. TRAVELERS AND STAFF WILL NEED TO USE SKYBRIDGE TWO BY THE YELLOW ELEVATORS TO ACCESS THE TERMINAL EFFECT OF JANUARY 9 YESTERDAY FOR A FEW WEEKS. FINALLY, NEXT MONDAY IS THE MARTIN LUTHER KING HOLIDAY. IN ADDITION TO PROVIDING PAID TIME FOR MOST PORT EMPLOYEES, THIS DAY IS AN OPPORTUNITY FOR US AS AN ORGANIZATION TO REINFORCE OUR COMMITMENT TO EQUITY, DIVERSITY AND INCLUSION PRIORITIES AND TO LOOK FOR WAYS TO VOLUNTEER IN THE COMMUNITY. I HOPE THAT WE CAN ALL BE REMINDED OF THE REVEREND DR. KING'S VALUES AND BE ABLE TO HONOR HIS LEGACY AND IMPACT BY COMMITTING TO JUSTICE, EQUITY AND NONVIOLENCE. MOVING TO TODAY'S COMMISSIONER MEETING, I'D LIKE TO HIGHLIGHT A FEW ITEMS. FIRST, I WANT TO ACKNOWLEDGE TODAY'S PROCLAMATION FOR THE ANTI HUMAN TRAFFICKING AWARENESS MONTH. AND AS YOU KNOW, THE PORT OF SEATTLE IS A NATIONAL LEADER AMONG SEAPORTS AND AIRPORTS IN TERMS OF OUR EFFORTS TO COMBAT HUMAN TRAFFICKING. WE'RE PROUD OF OUR ACHIEVEMENTS TO DATE, BUT WE ALSO KNOW THAT WE HAVE SIGNIFICANT OPPORTUNITIES TO MAKE EVEN MORE IMPACT. AS YOU HEARD IN THE PROCLAMATION, TODAY'S PROCLAMATION IS AN IMPORTANT OPPORTUNITY TO RECOMMIT OURSELVES TO DOING EVERYTHING POSSIBLE TO END THIS TERRIBLE CRIME, AND YOU HAVE MY COMMITMENT TO THAT AS WELL. I WANT TO CONGRATULATE WE HEARD ABOUT THE \$50,000 GRANT AND ADDITIONAL NATIONAL RECOGNITION. I WANT TO CONGRATULATE THE TEAM FOR THIS. I KNOW THAT COMMISSIONER CHO WILL BE SPEAKING AT THE FEDERAL ANTI TRAFFICKING CONFERENCE IN WASHINGTON DC LATER THIS MONTH, AND WE'LL BE ABLE TO SHARE MORE ABOUT THESE IMPORTANT EFFORTS. ON OUR

CONSENT AGENDA IS AN AUTHORIZATION RELATED TO OUR TERMINAL SOLID WASTE PROJECT. THIS PROJECT HELPS SEA MEET ITS 60% WASTE DIVERSION GOAL BY PROVIDING IMPORTANT INFRASTRUCTURE RENEWAL AND CAPACITY UPGRADES TO HANDLE THE AIRPORT'S RECENT GROWTH. SPECIFICALLY, IT WILL HELP ACCOMMODATE PASSENGER AND TERMINAL GROWTH IN THE ASSOCIATED INCREASE IN SOLID WASTE RECYCLING AND COMPOSTABLE WASTE STREAMS. UNPRECEDENTED CONSTRUCTION INFLATION OVER THE LAST FOUR YEARS, COMPLEX PHASING AND THE COST OF CONCRETE AND STEEL HAVE CONTRIBUTED TO THE OVERALL COST INCREASES TO THIS PROJECT. ITEM TEN A IS AN ITEM RELATED TO PIER 66 SHORE POWER, ONE OF THE KEY COMPONENTS OF OUR MARITIME CLIMATE AND AIR ACTION PLAN. AND WE ARE EXCITED TO BEGIN CONSTRUCTION ON THIS PROJECT SO THAT IS READY FOR THE START OF THE 2024 CRUISE SEASON. ALLOWING CRUISE SHIPS TO PLUG IN AT BERTH REDUCES NOT ONLY CARBON EMISSIONS, BUT ALSO OTHER HARMFUL AIR PARTICULATES, AND THE COMPLETION OF THIS PROJECT WILL RESULT IN ALL THREE PORT CRUISE BERTHS BEING SHORE POWER ACCESSIBLE. LASTLY, YOU'LL RECEIVE OUR ANNUAL BRIEFING ON OUR TOURISM DEVELOPMENT PROGRAM. TOURISM IS A KEY ECONOMIC DRIVER FOR THE PORT IN OUR REGION AND STATE, AND WE'VE BEEN A LONGTIME LEADER IN THIS INDUSTRY. OUR ROLE IN TOURISM HAS BEEN PARTICULARLY ESSENTIAL AS WE CONTINUE TO RECOVER FROM THE IMPACTS OF THE COVID-19 PANDEMIC AND AS WE PUSH THE INDUSTRY TO FURTHER EMPHASIZE RESPONSIBLE, ENVIRONMENTALLY SUSTAINABLE OPTIONS COMMISSIONERS, THIS CONCLUDES MY REMARKS. THANK YOU. THANK YOU FOR THE TIME FOR EXTENDED. THERE'S A LOT GOING ON. YEAH, THERE'S A LOT GOING ON, CLEARLY. THANK YOU SO MUCH, EXECUTIVE DIRECTOR METRUCK. WE ARE NOW ON TO COMMITTEE REPORTS. ERICA CHUNG, COMMISSION STRATEGIC ADVISOR, WILL PROVIDE THE REPORT. ERICA. GOOD AFTERNOON, PRESIDENT CHO. I HAVE ONE COMMITTEE REPORT FOR YOU TODAY. COMMISSIONERS CALKINS AND HASEGAWA CONVENED THE SUSTAINABILITY, ENVIRONMENT, AND CLIMATE COMMITTEE ON DECEMBER 20, 2022, WHERE COMMISSIONER WERE BRIEFED ON THE WATERFRONT CLEAN ENERGY STRATEGY, DISCUSSED THE TREE STEWARDSHIP COMPONENTS AND TIMELINE OF WHEN IT WOULD BE BROUGHT FORWARD FOR COMMISSION ACTION, AND DISCUSSED KEY TAKEAWAYS AND OPPORTUNITIES FROM 2022 INTERNATIONAL TRAVELS. COMMISSIONERS CALKINS ASKED STAFF TO THINK ABOUT HOW WE MAY INCORPORATE SOME OF THE UNITED

NATIONS SUSTAINABILITY MEASUREMENTS AND STANDARDS TO OUR OWN ACTIVITIES. THIS CONCLUDES MY REMARKS. THANK YOU. THANK YOU, ERICA. I ACTUALLY FORGOT TO ASK IF THERE ARE ANY QUESTIONS FOR DIRECTOR METRUCK. SO I'LL OPEN IT UP FOR QUESTIONS FOR EITHER DIRECTOR METRUCK OR ERICA CHUNG. ANY QUESTIONS? NO? COMMISSIONER HASEGAWA. THANK YOU. COMMISSIONER CHO, EXECUTIVE DIRECTOR METRUCK. I'M JUST WONDERING, KNOWING THAT CLIMATE CHANGE IS HAPPENING AND THAT INCLEMENT WEATHER IS A VERY REAL CHALLENGE THAT WE'RE GOING TO CONTINUE TO FACE, WHAT STEPS ARE WE TAKING TO BE PREPARED FOR DECEMBER, JANUARY, NEXT YEAR? WELL, I THINK THE INVESTMENTS LET ME JUST TALK ABOUT THE SNOW AND ICE. OF COURSE, SNOW IS SOMETHING THAT YOU CAN IT'S REALLY THE ICE CONDITIONS WHICH LED TO OUR FIRST THE SHUTDOWN, NOT MAINTAINING THE AIRPORT. BUT WE'LL CONTINUE TO LOOK AT THAT. WE ORGANIZE ALL YEAR ROUND. AND REALLY, I THANK THE COMMISSIONERS FOR THE PORT OF THE NEW EQUIPMENT. YOU RECALL, I THINK IT WAS LAST YEAR WE UPDATED OUR EQUIPMENT. AND SO I THINK WE CONTINUALLY DRILL AND EXERCISE TO BE PREPARED FOR THOSE EVENTS. BUT IT'S ALSO THROUGHOUT THE PORT AS WE LOOK AT PREPAREDNESS FOR INCLEMENT WEATHER, I THINK FOR US TOO, IT'S ALSO YOU BRING UP THE ISSUE OF RESILIENCY, RIGHT? HOW DO WE PREPARE FOR ALL THREATS FROM CLIMATE CHANGE, SEA LEVEL RISE, AND INCLIMATE WEATHER RELATED THAT STORM WEATHER RELATED TO THAT. AND IT'S A CONTINUOUS PROCESS FOR US. WE'VE DONE OUR ASSESSMENTS, AND WE'RE ALWAYS LOOKING AT UPDATING THOSE ASSESSMENTS TO THE STEPS THAT WE CAN TAKE TO HAVE US MORE PREPARED. SO IT'S TWO PARTS. ONE PART IS MAKING SURE THAT OUR INFRASTRUCTURE IS PREPARED FOR THAT. AND THE OTHER PART IS HAVING IT'S PREVENTION FROM THE DAMAGE HAPPENING AND THEN PREPAREDNESS IN CASE SOMETHING DOES HAPPEN AND THEN RESPONSE TO THAT SO THAT WE CAN GET UP AND OPERATING AS SOON AS POSSIBLE, IN THIS CASE ON THE AIRPORT, GETTING THOSE RUNWAYS OPEN AS SOON AS POSSIBLE AND GETTING ALL THE EFFORTS OPERATING THERE. SO IT'S CONTINUING FOR US, JUST A REMINDER, AND WE DO LESSONS LEARNED. WE GO BACK AND REVIEW OUR RESPONSE TO IT AND PREPAREDNESS AND WHAT WE CAN DO BETTER THE NEXT TIME. SO I THINK IT'S FOR US, IT'S JUST CONTINUING IS THAT WE'LL CONTINUE TO POSITION OURSELVES TO MAKE SURE THAT WE'RE PREPARED AND THEN RESPONDING TO IT AS IT GOES AHEAD. BUT WITH WEATHER, MOTHER

NATURE CAN THROW SOMETHING AT YOU THAT'S DIFFICULT TO DEAL WITH. AS WE KNOW, THE ENTIRE REGION WITH ICE WAS DOING THAT. SO IT'S OUR CYCLE OF PREPAREDNESS TO CONTINUE TO WORK, TO BE PREPARED, BOTH THROUGH THE MATERIALS THAT WE HAVE, THE STRUCTURES AND THE OPERATIONS. THANK YOU. AND I'M GLAD YOU BROUGHT UP THE ASPECT OF RESILIENCY. AND I THINK THAT THAT SAME PROCESS APPLIES TO OUR DUWAMISH VALLEY ASSETS, CONSIDERING THAT THERE WAS A FAILURE OF A TERMINAL, GIVEN THE HEAVY RAINS AND THE KING TIDE, AS WELL AS THE DUWAMISH VALLEY COMMUNITY HUB RECORDING A SMALL, NOT SERIOUS, BUT A LEAK. SO THAT CONCEPT OF RESILIENCY, I THINK, IS NOT JUST FOR THE AIRPORT AND ALSO FOR OUR SEAPORT ASSETS. THANK YOU. EXCELLENT. THANK YOU FOR THAT QUESTION. ANY OTHER QUESTIONS FOR THE DIRECTOR OR ERICA? GREAT. SEEING NONE. WE WILL GO ON AND MOVE ON TO PUBLIC COMMENT. WE ARE NOW AT THE PUBLIC COMMENT SECTION OF OUR AGENDA. THE PORT COMMISSION WELCOMES PUBLIC COMMENT AS AN IMPORTANT PART OF THE PUBLIC PROCESS. COMMENTS ARE RECEIVED AND CONSIDERED BY THE COMMISSION IN ITS DELIBERATIONS. BEFORE WE TAKE PUBLIC COMMENT, I WANT TO REVIEW OUR RULES FOR IN PERSON AND VIRTUAL PUBLIC COMMENT. EACH COMMENTATOR WILL HAVE TWO MINUTES TO SPEAK AND SHOULD STAY WITHIN THE ALLOTTED TIME. A TIMER WILL APPEAR ON THE SCREEN AND A BUZZER WILL SOUND AT THE END OF THE TWO MINUTE PERIOD. FOR EACH SPEAKER, YOU MUST LIMIT REMARKS TO TOPICS RELATED TO THE CONDUCT OF PORT BUSINESS. THESE RULES APPLY TO INTRODUCTORY AND CONCLUDING REMARKS. ALL REMARKS SHOULD BE ADDRESSED TO THE COMMISSION AS A BODY, NOT TO ANY INDIVIDUAL ON THE COMMISSION. DISRUPTIONS OF COMMISSIONER AND PUBLIC MEETINGS ARE PROHIBITED. DISRUPTIONS INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING REFUSAL OF A SPEAKER TO LIMIT REMARKS TO TOPICS RELATED TO THE CONDUCT OF THE PORT BUSINESS. THREATS AND ABUSE OR HARASSING BEHAVIOR, INCLUDING, BUT NOT LIMITED TO, OBSCENE LANGUAGE AND GESTURE. REFUSAL OF A SPEAKER TO COMPLY WITH THE ALLOTTED TIMES SET FOR THE INDIVIDUAL SPEAKER'S PUBLIC COMMENT, LEAVING THE PODIUM OR TESTIMONY TABLE TO PHYSICALLY APPROACH COMMISSIONERS OR STAFF DURING ONE'S PUBLIC COMMENT PROVIDES SPEAKERS MAY OFFER WRITTEN MATERIALS TO THE COMMISSION CLERK AND ANY BEHAVIOR THAT DISRUPTS, DISTURBS OR OTHERWISE IMPEDES THE MEETING. WRITTEN MATERIALS PROVIDED TO THE CLERK WILL BE INCLUDED IN TODAY'S MEETING RECORD. THE CLERK WILL HAVE A LIST OF ALL THOSE

PREPARED TO SPEAK. WE ARE KING COUNTY FROM ANYONE WHO HAS SIGNED UP TO SPEAK VIRTUALLY, AS WELL AS ANYONE WHO HAS JOINED US IN CHAMBERS TODAY. WHEN THE CLERK CALLS YOUR NAME, OR WHEN I CALL YOUR NAME, IF YOU ARE JOINING VIRTUALLY, PLEASE UNMUTE YOURSELF, THEN PLEASE PROCEED TO REPEAT YOUR NAME FOR THE RECORD AND STATE YOUR TOPIC RELATED TO THE CONDUCT OF POOR BUSINESS. IF YOU'RE ON THE TEAM'S MEETING AND YOU ARE ALSO STREAMING THE MEETING ON THE WEBSITE. PLEASE MUTE THE WEBSITE STREAM TO AVOID FEEDBACK. IF YOU ARE SPEAKING FROM THE ROOM, PLEASE COME TO THE TESTIMONY TABLE, REPEAT YOUR NAME AND STATE YOUR TOPIC RELATED TO THE CONDUCT OF PORT BUSINESS FOR ALL SPEAKERS. IF ANY TOPIC IS NOT RELATED TO THE CONDUCT OF PORT BUSINESS, THE SPEAKER WILL BE ASKED TO SPEAK DIRECTLY TO THE ITEMS RELATED TO CONDUCT OF THE PORT OR OTHERWISE LEAVE THE MICROPHONE AS A REMINDER, PLEASE COMMENT TIME WILL BE LIMITED TO TWO MINUTES PER PERSON. CLERK WE WILL GO AHEAD AND ASK OUR FIRST IN PERSON SPEAKER TO COME TO THE PODIUM. AND THAT IS ALEX VERMONT.

ALEX ME? YES.

I SEE. I'M SORRY.

ALEX, PLEASE REMEMBER TO STATE YOUR NAME FOR THE RECORD AND THE TOPIC THAT YOU'LL BE SPEAKING OF RELATED TO THE CONDUCT OF THE PORT.

HI, MY NAME IS ALEX ZIMMERMAN. I'M PRESIDENT OF STAND UP AMERICA AND I'M GOING TO DO THAT RIGHT NOW FOR KING COUNTRY, DISTRICT 623. I WANT TO SPEAK ABOUT ALEX, WHAT'S THE TOPIC RELATED TO THE PORT THAT YOU'RE SPEAKING ABOUT? CONDUCT OF THE PORT? I WANT TO SPEAK ABOUT SOMETHING WHAT IS I THINK VERY IMPORTANT AND ABSOLUTELY CRITICAL. I WANT SPEAK ABOUT BEHAVIOR OF ABOUT HALF FIVE COMMISSIONER, I THINK THIS KEY TO EVERYTHING, WHAT IS WE DOING HERE, YOU KNOW, WHAT HAS BEEN AND THEN BUSINESS. WHAT IS INCLUDE BILLION DOLLARS IN ABOUT 750,000 PEOPLE WHO LIVE IN SEATTLE, WHO BY DEFINITION I THINK IS A SLAVE. SO FIRST WHAT IS I WANT TO EXPLAIN TO YOU BECAUSE I WANT TALKING ABOUT EXACTLY DETAIL, BECAUSE EVIL IN DETAIL ABOUT YOUR BEHAVIOR. FIRST, YOU'RE ALWAYS LATE. I NEVER SEE BUSINESSES, CIVILIZED BUSINESSES WILL BE LATE ALWAYS. SO THAT'S NUMBER ONE. IT IS ABSOLUTELY CRITICAL TO SHOW WHO YOU ARE. NUMBER TWO, WHOLE DECISION, WHAT IS YOU MAKE RIGHT NOW IS BEHALF OF MINORITY. IT IS VERY INTERESTING BECAUSE FOUR PEOPLE HERE REPRESENT ONLY 15 PERCENTAGE. SO YOUR DECISION HAS NOTHING

TO DO WITH BUSINESS. EVERYTHING WHAT IS YOU DOING IS ONLY SUPPORT THIS MINORITY OR OPINION ABOUT MINORITY. YOUR OPINION CANNOT BE BEHALF OF 100 PERCENTAGE PEOPLE WHO LIVE IN SEATTLE BECAUSE ONLY 15 PERCENTAGE MINORITIES. IT'S NUMBER TWO. IN NUMBER THREE, I THINK YOU'RE VERY LOW, PRIMITIVE AND VERY AGGRESSIVE. IS THIS EXACTLY WHAT I TALKED ABOUT BEFORE? MANY TIMES. SO EACH TIME WHAT IS A DIFFERENT OPINION? YOU KNOW WHAT DOES MEAN QUALIFY? YOU LIKE A DIFFERENT. YOU ALWAYS GOT ME. SO I AM THINKING YOU ARE THEM NAZI GIST OF A DEMOCRACY FASCIST AND YOU ACTING LIKE A FAMILY, LIKE A MOB. LOOK, NICE FAMILY SEEMS THIS LITTLE BIT OF PSYCHOPATHY. DO YOU KNOW WHAT IS MY NEW PSYCHOPATH? SO I SPEAK RIGHT NOW BEHALF OF PORT AND ABOUT BEHALF OF CITY OF SEATTLE. YOU NEED TO START ACTING LIKE A CIVILIZED PEOPLE, NOT LIKE A MENTALLY SICK PSYCHOPATH. THIS IS EXACTLY WHAT IS MY OPINION. THANK YOU VERY MUCH FOR YOUR TIME. THANK YOU VERY MUCH.

ALL RIGHT, WE'LL BE MOVING ON TO OUR SECOND SPEAKER, WHO IS MARK BRENTMAN. THANK YOU, COMMISSIONERS. THANK YOU SO MUCH FOR YOUR WORK AND COMMITMENT TO PREVENT HUMAN TRAFFICKING. I'LL BE SPEAKING ON THE PROCLAMATION TODAY. I'M SORRY TO INTERRUPT. CAN YOU PLEASE RESTATE YOUR NAME FOR THE RECORD AND YOUR TOPIC RELATED TO THE CONDUCT OF THE PORT? AYES. MY NAME IS MARK BRETTMAN. I'M THE EXECUTIVE DIRECTOR FOR BUSINESSES ENDING SLAVERY AND TRAFFICKING. OR BEST. BEST IS A NONPROFIT THAT SUPPORTS AND TRAINS ORGANIZATIONS TO PREVENT HUMAN TRAFFICKING. OUR GOLDEN STANDARD FOR AN EMPLOYER THAT WE WORK WITH IS WHEN WE SEE THAT EMPLOYER ADOPT PRACTICES VERY WIDELY AND ACROSS EVERY LEVEL OF THE ORGANIZATION, AND WHEN WE SEE THE ORGANIZATION TAKE WHAT THEY'VE LEARNED ABOUT HUMAN TRAFFICKING AND INFLUENCE THEIR PEERS AND VENDORS AND TENANTS TO ACT AS WELL. THE PORT OF SEATTLE IS REACHING THAT GOLD STANDARD DUE TO THE COMMITMENT, DEDICATION, AND HARD WORK OF COMMISSIONER CHO, COMMISSIONER PRESIDENT CHO, COMMISSIONER HASEGAWA, AND COMMISSIONER MOHAMMED, AND OUR OTHER COMMISSIONERS WHO ARE HERE TODAY. IN ADDITION, I'VE BEEN SO IMPRESSED WITH THE DEDICATION OF STAFF LIKE STEPHEN METRUCK, ERIC SCHINFIELD, CHAD ALDRIDGE TYLER EMSKY, VINE NGUYEN, JAMIE CARTER, DELMAS WHITTAKER PERRY, COOPER, BUKTA GEISHA, GUADALUPE TORRES AND RUSS REID. AND THERE ARE SO MANY MORE PEOPLE WORKING ON THIS THAT I DON'T EVEN HAVE

TIME TO NAME THEM. ALL THIS SPEAKS TO YOUR COMMITMENT, COMMISSIONERS AND STAFF WORKING TOGETHER TO CREATE ORGANIZATIONAL WIDE PRACTICES AND ADOPTION OF PRACTICES AND TRAINING, AS WELL AS INFLUENCING YOUR PEERS AND TENANTS TO PREVENT HUMAN TRAFFICKING AND TO HIRE SURVIVORS OF HUMAN TRAFFICKING, WHICH HAS BEEN HAPPENING THIS YEAR. IN THE LAST TWO WEEKS, OUR COMMUNITY HAS LOST TWO TRAFFICKING SURVIVORS, TWO BELOVED MOTHERS AND FRIENDS, AND OUR WORK BY THE COURT OF SEATTLE GIVES US HOPE THAT PEOPLE WHO DID NOT EVEN KNOW THESE WOMEN CARE ABOUT THEM AND CARE ABOUT THEIR CHILDREN, AND ARE WORKING TO MAKE EVERY EFFORT TO STOP THIS VIOLENCE. THANK YOU SO MUCH. THANK YOU, MARK, SO MUCH FOR ALL YOUR GREAT WORK. AND WE'RE GOING TO MISS YOU. BUT WE KNOW YOU'RE NOT GOING TO GO FAR, SO WE'LL SEE YOU AROUND. THANK YOU SO MUCH. SECOND, WE'RE GOING TO GO BACK AND FORTH BETWEEN VIRTUAL AND IN PERSON SPEAKERS, SO I WILL CALL THE FIRST VIRTUAL SPEAKER ON THE LIST. WHO IS PHILIP AMBROSE? PHILIP, CAN YOU HEAR US? I CAN HEAR ME? EXCELLENT. YES. YOU HAVE TWO MINUTES, WHENEVER YOU'RE READY. THANK YOU. SURE. I'M PHIL AMBROSE. I'M FROM CITY LIGHT. I'M SPEAKING ABOUT THE PORTS PIER 66 SHORE POWER PROJECT. I'M A SENIOR PROJECT MANAGER WITH CITY LIGHT, AND I'VE BEEN PLEASED TO WORK WITH THE PORTS PROJECT TEAM ON THIS PROJECT FOR SEVERAL MONTHS NOW. THANK YOU FOR THE OPPORTUNITY TO PROVIDE SOME BRIEF COMMENTS ON BEHALF OF CITY LIGHT. THIS IS TRULY AN IMPORTANT PROJECT FOR NOT ONLY THE PORT OF SEATTLE, BUT ALSO THE CITY OF SEATTLE AND THE WATERFRONT AS A WHOLE. THE PIER 66 SHORE POWER PROJECT IS ONE OF SEVERAL ANTICIPATED PROJECTS. AS YOU ALL KNOW, THAT CITY LIGHT WILL CONTINUE TO PARTNER WITH THE PORT OF SEATTLE AND NORTHWEST SEA PORT ALLIANCE ON AND IN OUR CAPACITY AS PART OF THE SEATTLE WATERFRONT CLEAN ENERGY STRATEGY. DELIVERING CLEAN SHORE POWER FOR CRUISE SHIPS AT PIER 66 ENABLES CITY OF SEATTLE GOALS OF LONGTERM EMISSION REDUCTION THAT NOT ONLY AFFECTS THE HEALTH OF OUR RESIDENTS, BUT ALSO IMPROVES QUALITY OF LIFE FOR SOME OF THE CITY'S HISTORICALLY DISADVANTAGED COMMUNITIES AND WORKERS. OUR SHARED GOAL IS TO REDUCE MARITIME INDUSTRY EMISSIONS BY ELECTRIFICATION REQUIRES PROACTIVE PARTNERSHIP AND CREATIVE SOLUTIONS, BOTH TECHNOLOGICAL AND ORGANIZATIONAL. AND DESPITE THOSE CHALLENGES, I'M CONFIDENT THAT WE'RE PROVIDING A POSITIVE MODEL FOR INTERAGENCY

COORDINATION TO ACHIEVE THOSE LONGTERM GOALS THAT WILL BENEFIT SEATTLE, OUR REGION, AND OUR RESPECTIVE AGENCIES. THANK YOU AGAIN FOR THE OPPORTUNITY TO SPEAK ON BEHALF OF CITY LIGHT, AND I LOOK FORWARD TO CONTINUING OUR PARTNERSHIP WITH THE PORT TO DELIVER THIS UNIQUE, CHALLENGING, AND IMPORTANT PROJECT. THIS CONCLUDES MY REMARKS. THANK YOU. EXCELLENT. THANK YOU, PHILIP. WE WILL THEN ROTATE BACK TO IN PERSON PUBLIC COMMENT. OUR NEXT SPEAKER WILL BE CITY OF TUKWILLA COUNCIL MEMBER CYNTHIA DELASINOS JOHNSON. PLEASE REMEMBER TO STATE YOUR NAME FOR THE RECORD AND THE TOPIC RELATED TO THE CONDUCT OF THE PORT.

GOOD AFTERNOON. MY NAME IS CYNTHIA DELASTRINOS JOHNSON. I AM A COUNCIL MEMBER IN THE CITY OF TUKWILLA AS WELL AS THIS YEAR'S COUNCIL PRESIDENT. FIRST AND FOREMOST, I'M HERE JUST TO WITNESS THIS HISTORIC DAY. I WANT TO CONGRATULATE COMMISSIONER CHO AND COMMISSIONER HASEGAWA AS WELL AS COMMISSIONER FELLEMAN FOR THIS HISTORIC SLATE. IT TRULY IS AN HONOR TO BEAR WITNESS TO THIS, AND I'M EXCITED FOR YOUR GUYS' LEADERSHIP AND TO SEE WHAT YOU DO. I'M ALSO TAKING THE OPPORTUNITY TO IDENTIFY SOME OPPORTUNITIES TO PARTNER WITH TUKWILLA. THERE ARE THREE THAT I WANTED TO BRING UP. THE FIRST IS SUPPORT FOR SMALL BUSINESSES, PARTICULARLY OUR SMALL IMMIGRANT, MINORITY OWNED BUSINESSES. THIS HAS CONSISTENTLY BEEN SOMETHING THAT OUR CONSTITUENTS IN TUKWILLA ARE VERY CONCERNED ABOUT. AND IT WOULD BE GREAT TO SEE A PARTNERSHIP BETWEEN THE PORT AND THE CITY OF TUKWILLA IN THIS EFFORT. I DO WANT TO SPECIFICALLY CALL OUT AND SOMETHING THAT I SAW IN ONE OF YOUR NEWSLETTERS ABOUT A POSSIBLE SOUTH KING PUBLIC MARKET. I THINK THAT THE CITY OF TUKWILLA WOULD BE A GREAT LOCATION FOR THAT. THERE IT IS. SHE AGREES. SECOND, ENVIRONMENTAL JUSTICE. THE DUWAMISH RIVER RUNS THROUGHOUT THE CITY OF TUKWILLA, AND I JUST CAN'T EMPHASIZE HOW IMPORTANT IT IS TO KEEP THE DUWAMISH RIVER CLEAN. THE CITY OF TUKWILLA IS JOINED WITH OTHER CITIES IN AN EFFORT CALLED GREEN THE GREEN OR GREEN THE GREEN THE GREEN RIVER. AND IT'S AN IMPORTANT INITIATIVE THAT HAS REALLY MADE TUKWILLA A BETTER CITY FOR THE PEOPLE AND THE LIVING, ANIMALS AND HABITAT. LASTLY, WORKFORCE DEVELOPMENT FOR OUR YOUTH IS AN IMPORTANT INITIATIVE. I THINK I'VE SEEN THAT IN COMMISSIONER HAMDI'S NEWSLETTER AND ALSO THE IDEA OF SUPPORTING OUR RIDE

SHARE DRIVERS. THERE WAS A PROPOSAL RECENTLY OR BEFORE THE PANDEMIC TO PUT A SUPPORT CENTER FOR OUR RIDESHARE DRIVERS, AND I WOULD REALLY LOVE TO SEE OR EVEN JUST HAVE US DISCUSS SOMETHING AROUND THAT, BECAUSE I KNOW THAT MANY PEOPLE IN TUKWILLA HAVE THAT AS THEIR LIVELIHOOD, AND I JUST THINK IT'S A GREAT OPPORTUNITY. SO I WOULD LOVE TO CONTINUE THESE CONVERSATIONS WITH YOU ALL, AND HAPPY NEW YEAR AND CONGRATULATIONS. THANK YOU. THANK YOU SO MUCH, COUNCIL, AND I APPRECIATE YOU COMING DOWN. ALL RIGHT, WE WILL NOW ROTATE BACK TO VIRTUAL COMMENT. OUR NEXT VIRTUAL COMMENT SIGNED UP IS LIZ JOHNSON FROM VISIT SEATTLE. LIZ, CAN YOU HEAR ME? HELLO. YES, I CAN. THANK YOU SO MUCH FOR HAVING ME TODAY, COMMISSIONERS AND GUESTS. I'M HERE ON BEHALF OF THE PORT OF SEATTLE TOURISM DEPARTMENT. LIZ, COULD YOU JUST REALLY QUICKLY STATE YOUR NAME, FULL NAME AND THE TOPIC REAL QUICK? THANKS. OF COURSE. SORRY ABOUT THAT. MY NAME IS LIZ JOHNSON AND I'M THE DIRECTOR OF INTERNATIONAL TOURISM AT VISIT SEATTLE AND I'M HERE TODAY TO ADDRESS THE TOURISM DEVELOPMENT BRIEFING ON BEHALF OF THE PORT OF SEATTLE TOURISM DEPARTMENT. AND I WOULD LIKE TO SPEAK TO OUR PARTNERSHIP AND THE DEVELOPING RELATIONSHIP BETWEEN OUR TWO ORGANIZATIONS. WE ALL KNOW THAT TOURISM IS A VERY POWERFUL ECONOMIC DRIVER IN THE CITY. IN 2019, 41.9 MILLION VISITORS CONTRIBUTED \$8.1 BILLION TO THE LOCAL ECONOMY, AND IN 2021, THE YEAR FOR WHICH WE HAVE THE MOST RECENT DATA, THAT CONTRIBUTION WAS 5.6 BILLION FROM 27.5 MILLION VISITORS. SO THIS IS OBVIOUSLY AN INCREASE OVER THE TWO YEARS BEFORE THAT, AND 2022 WAS EVEN BETTER. I LOOK FORWARD TO THOSE NUMBERS, BUT WE'RE STILL IN A VERY EARLY STAGE OF RECOVERY, AND THAT RECOVERY IS TENTATIVE, SPECIFIC TO OUR INTERNATIONAL MARKETS. THE PORT TOURISM TEAM AND VISIT SEATTLE HAVE LONG RECOGNIZED THE IMPORTANCE OF INTERNATIONAL VISITORS AND WHOM WE KNOW STAY LONGER AND SPEND MORE THAN OUR AVERAGE DOMESTIC VISITOR. WE HAVE PARTNERED IN THE PAST ON COOPERATIVE EFFORTS, BUT HAVE OFTEN RUN PARALLEL TO ONE ANOTHER IN OVERSEAS MARKETS, SHARING SIMILAR MESSAGES FROM TWO DIFFERENT SOURCES, TALKING TO THE EXACT SAME AUDIENCES AS THE WORLD REOPENS. WE AS A DESTINATION ARE COMPETING NOT ONLY WITH OTHER DESTINATIONS WITHIN THE UNITED STATES, BUT FROM AROUND THE WORLD, AND MANY OF THOSE DESTINATION ORGANIZATIONS HAVE MUCH LARGER BUDGETS

THAN EITHER OF US WILL EVER HAVE. THERE IS A POWER IN POOLING OUR RESOURCES TO AMPLIFY OUR MESSAGE TO TRADE, MEDIA AND CONSUMERS, AND WE'VE RECENTLY TAKEN STEPS FORWARD TO FORCE THAT UNIFIED FRONT. WE'RE CURRENTLY IN RFP PROCESS FOR JOINT REPRESENTATION IN AUSTRALIA AND NEW ZEALAND IN CONJUNCTION WITH THE STATE OF WASHINGTON TOURISM AND ARE EXPLORING ADDITIONAL MARKETS IN WHICH WE CAN COLLABORATE, INCLUDING JAPAN, SOUTH KOREA, FRANCE, BENELUX, SCANDINAVIA, ALL OF WHICH ARE HISTORICALLY IN OUR TOP TEN. I'M VERY PLEASED WITH THE PROGRESS AND THE PROFESSIONAL MANNER IN WHICH WE'VE MOVED FORWARD SO FAR, AND I VERY MUCH LOOK FORWARD TO FUTURE COOPERATION THAT BENEFITS OUR CITY AND OUR REGION. THANK YOU. THANK YOU SO MUCH, LIZ, FOR YOUR REMARKS. GOING BACK TO IN PERSON, WE HAVE COVID BLANFORD. DAVID, PLEASE COME UP TO THE PODIUM. STATE YOUR FULL NAME OF THE RECORD AND THE TOPIC RELATED CONDUCT REPORT. THANKS. GOOD AFTERNOON, COMMISSIONERS. DAVID BLANFORD. I'M EXECUTIVE DIRECTOR OF STATE OF WASHINGTON TOURISM, AND I'M HERE TODAY TO TALK ABOUT TOURISM DEVELOPMENT AS WELL. FIRST. CONGRATULATIONS, PRESIDENT CHO AND OFFICERS. VERY EXCITING. SECOND, THIS IS THE PERFECT JUNCTURE TO SAY THANK YOU. THANK YOU FOR YOUR ONGOING SUPPORT AND LEADERSHIP THROUGHOUT THE YEARS IN TOURISM DEVELOPMENT. WE WOULD SIMPLY NOT BE WHERE WE ARE AS A DESTINATION IF IT WEREN'T FOR THAT. I WOULD ESPECIALLY LIKE TO CALL OUT COMMISSIONER FELLEMAN FOR YOUR LEADERSHIP AND INSPIRATION WITH RESPONSIBLE TRAVEL AND TOURISM DEVELOPMENT. COMMISSIONER HASEGAWA FOR ELEVATING THESE EFFORTS, ESPECIALLY IN THE LAST YEAR. AND EXECUTIVE DIRECTOR METRUCK, THANKS FOR YOUR ONGOING SUPPORT AND THE SUPPORT OF YOUR TEAM, WHICH IS SO MEANINGFUL TO US. WE WORK WITH THEM EVERY DAY. I'D CALL OUT ESPECIALLY DAVE MCFADDEN FOR AYE. UNDERSTANDING OF THE SHARED STATEWIDE FOOTPRINT, COMMITMENT TO ECONOMIC DEVELOPMENT, COMMITMENT TO DIVERSITY, EQUITY AND INCLUSION. AND THE NEW KID ON THE BLOCK, NICK LEONTI, DIRECTOR OF TOURISM, WHO HAS JUST BEEN FANTASTIC IN THE PAST SIX MONTHS, HAS IMMEDIATELY JOINED OUR STATEWIDE TEAM. HE BRINGS GLOBAL UNDERSTANDING AND KNOWLEDGE OF TOURISM AND WE'RE SO GRATEFUL FOR THAT SUPPORT. SO THANK YOU. THANK YOU SO MUCH. ALL RIGHT, OUR LAST BUT CERTAINLY NOT LEAST SPEAKER IS VIRTUAL AND IT IS AMY NESSLER. AMY, CAN YOU HEAR ME? YES. EXCELLENT. THANK YOU SO MUCH FOR

BEING HERE. IF YOU COULD JUST STATE YOUR FULL NAME AND THE TOPIC RELATED TO THE CONDUCT OF THE PORT FOR US AND YOU HAVE TWO MINUTES. THANK YOU. YES, I'M AMY NESSLER. I AM SPEAKING IN SUPPORT OF THE TOURISM MARKETING SUPPORT PROGRAM IN THE PORT OF SEATTLE. I AM THE COMMUNICATIONS AND STEWARDSHIP MANAGER FOR THE SAN JUAN ISLANDS SISTERS BUREAU. AND RECEIVING GRANTS FROM THE PORT HAS ALLOWED OUR SMALL DESTINATION TO AMPLIFY OUR REACH AMONG A DIVERSITY OF AUDIENCES AS WE SEEK TO ADDRESS EQUITY OF ACCESS IN THE ISLANDS AND HELP SPREAD THE MESSAGE OF WHAT IT MEANS TO BE A RESPONSIBLE TRAVELER IN THE SAN JUAN. THROUGH THESE GRANTS, WE'VE PRODUCED TV EPISODES IN BOTH ENGLISH AND SPANISH AND HOSTED CONTENT CREATORS AFFILIATED WITH THE BLACK TRAVEL ALLIANCE, ALL OF WHICH INCLUDED MESSAGES ABOUT LEAD, NO TRACE, AND OTHER STEWARDSHIP ETHICS. SO I HOPE YOU WILL CONTINUE TO FUND THE TOURISM MARKETING SUPPORT PROGRAM. THANK YOU. EXCELLENT. THANK YOU SO MUCH. SO THAT CONCLUDES OUR SIGN UPS TODAY. IS THERE ANYONE ELSE PRESENT ON THE TEAM'S CALL OR PRESENT IN THE ROOM TODAY WHO DIDN'T SIGN UP, WHO WISHES TO ADDRESS THE COMMISSION? IF SO, PLEASE STATE AND SPELL YOUR NAME AND STATE THE TOPIC RELATED TO THE CONDUCT OF THE PORT YOU WISH TO SPEAK ABOUT FOR THE RECORD. ALL RIGHT. SEEING NONE. AT THIS TIME, I'LL ASK THE CLERK TO PLEASE GIVE A SYNOPSIS OF ANY WRITTEN COMMENTS RECEIVED. THANK YOU, MR. COMMISSION PRESIDENT. MEMBERS OF THE COMMISSION, EXECUTIVE DIRECTOR METRUCK. WE HAVE RECEIVED ACTUALLY, SEVEN. WE HAD ONE WRITTEN COMMENT COME IN AFTER THE DEADLINE. SO THE SIX THAT I'LL SUMMARIZE FOR YOU HERE TODAY HAVE BEEN PREVIOUSLY DISTRIBUTED ALONG WITH THAT 7TH AND WILL BECOME PART OF THE PUBLIC RECORD FOR THIS MEETING TODAY. BEGINNING WITH JOE KENSLER, WHO WRITES REGARDING SPEECH USED DURING ALEX ZIMMERMAN'S PUBLIC COMMENT. SOUND TRANSIT HAS DEVELOPED TOOLS AT AYE. URGING TO DEAL WITH SUCH COMMENTS, AND HE URGES FOR A NO TRESPASS ORDER AGAINST ALEX ZIMMERMAN. LAURA GIBBONS WRITES THAT SHE SEES A CONFLICT BETWEEN THE 2022 AVIATION FEDERAL PRIORITIES AND ADDRESSING COMMUNITY IMPACT. THE ONLY EFFECTIVE WAY TO MITIGATE CLIMATE CHANGE IS TO REDUCE FLYING. ALEX FAYE WRITES THAT SHE IS CONCERNED WITH THE PORT'S PLAN TO EXPAND AIRPORT OPERATIONS AND INTERNATIONAL TRAVEL, STATING THE KEY TO FIGHTING CLIMATE CHANGE IS TO REDUCE THE NUMBER OF FLIGHTS AND CRUISES TAKEN. IRIS

ANTMAN WRITES REGARDING THE HARMS OF CRUISING AND THE CLIMATE CRISIS, SHE STATES THE CLEAN SHIPPING ACT INTRODUCED BY REPRESENTATIVE LOEWENTHAL OF CALIFORNIA, IS A MOVE IN THE RIGHT DIRECTION. PEGGY PRINCE WRITES THAT SPENDING MILLIONS OF DOLLARS ON SHORE POWER AT PERIOD 66 IS JUST MAKING A BAD SITUATION A LITTLE LESS BAD, AND URGES THE PORT TO EXAMINE OTHER WAYS TO REDUCE AND EVENTUALLY ELIMINATE THE MULTIPLE HARMS OF CREWS. AND CONCLUDING WITH STACY AYES, WHO WRITES TO ENCOURAGE THE PORT OF SEATTLE TO ADD THE CLEAN SHIPPING ACT TO ITS LEGISLATIVE PRIORITIES. AND THAT CONCLUDES THE WRITTEN COMMENTS TODAY. EXCELLENT. THANK YOU SO MUCH. HEARING NO FURTHER PUBLIC TESTIMONY, WE'LL MOVE TO THE CONSENT AGENDA. ITEM EIGHT. ITEMS ON THE CONSENT AGENDA ARE CONSIDERED ROUTINE AND WILL BE ADOPTED BY ONE MOTION. ITEMS REMOVED FROM THE CONSENT AGENDA WILL BE CONSIDERED SEPARATELY IMMEDIATELY AFTER ADOPTION OF THE REMAINING CONSENT AGENDA ITEMS AT THIS TIME, THE CHAIR WILL ENTERTAIN A MOTION TO APPROVE THE CONSENT AGENDA COVERING ITEMS EIGHT A, EIGHT B-C-A-E-A-F-G AND EIGHT H. SO MOVED. SECOND. THE MOTION WAS MADE AND SECONDED. COMMISSIONERS, PLEASE SAY AYES OR NAY WHEN YOUR NAME IS CALLED, BEGINNING WITH COMMISSIONER CHO AYE. THANK YOU, COMMISSIONER. FELLEMAN. AYE. THANK YOU. COMMISSIONER HASEGAWA. AYE. THANK YOU. COMMISSIONER MOHAMMED AYES. THANK YOU. COMMISSIONER CALKINS AYE. THANK YOU. FIVE AYES, ZERO NAYS FOR THIS ITEM. EXCELLENT. THE MOTION PASSES. WE'LL NOW TAKE UP ITEM 8D. CLERK, PLEASE READ THE ITEM INTO THE RECORD. WE'LL THEN HEAR FROM EXECUTIVE DIRECTOR METRUCK TO INTRODUCE THE ITEM. COMMISSIONER FELLEMAN PULLED THE ITEM AND HE WILL BE FIRST TO ADDRESS IT. THANK YOU. THANK YOU. THIS IS AGENDA ITEM 8D, ADOPTION OF THE 2023 LOCAL, REGIONAL AND COMMUNITY ENGAGEMENT POLICY PRIORITIES. COMMISSIONER, YOU RECEIVED A BRIEFING ON THIS ITEM AT OUR LAST MEETING. UNDER YOUR LEADERSHIP, THE PORT HAS AMBITIOUS POLICY AND GOVERNMENT RELATIONS GOALS AND PRIORITIES, ENGAGING WITH OUR LOCAL AND REGIONAL PARTNERS HELPS MAKES THESE GOALS AND PRIORITIES POSSIBLE. OUR PRESENTERS TO ANSWER QUESTIONS THIS AFTERNOON ARE SABRINA BOLIU, REGIONAL GOVERNMENT RELATIONS MANAGER AND ALSO DAVID KAPLAN, LOCAL GOVERNMENT RELATIONS MANAGER, BOTH FROM EXTERNAL RELATIONS. EXCELLENT. COMMISSIONER FELLEMAN, WOULD YOU LIKE TO MAKE A MOTION AND THEN YOU

CAN HAVE THE FLOOR AFTER WE CONSIDER THE ITEM. SO I MOVE THAT WE HAVE THIS DISCUSSION OVER ITEM 8D. I'LL SECOND. SORRY. THE FLOOR IS YOURS. GO AHEAD. THANK YOU. AND THANK YOU FOR ALL THE WORK YOU PUT INTO THIS. THIS IS A LARGE LIST OF ACTIVITIES THAT REFLECT THE DIVERSE OF ISSUES THAT THE PORT TAKES ON. THIS, IN ADDITION TO THE FEDERAL REVIEW THAT WE HAVE, IS QUITE THE LONGITUDE LIST THAT I'M PROUD TO BE PART OF, SOME SMALL PART OF. AND ONE OF THE THINGS THAT I'VE NOTICED AND IT OCCURRED THIS YEAR WITH REGARDS TO THE DEVELOPMENT OF THE AGENDA, THE LEGISLATIVE AGENDA FOR THE SEAPORT ALLIANCE, THAT WE GET BRIEFED ON IT AND THERE'S A STRAW HORSE WE BEGIN WITH, WE GET BRIEFED ON IT AND WE PROVIDE FEEDBACK. AND THEN FOR THIS TO SHOW BACK UP IN CONSENT DOESN'T ALLOW FOR THE CONVERSATION TO TALK ABOUT HOW THOSE COMMENTS THAT YOU RECEIVED ARE ADEQUATELY REFLECTED OR IF SOME OTHER BRILLIANT IDEAS COME TO OUR MIND IN THE INTERIM. SO I WAS JUST KIND OF GIVEN, REALLY, THE IMPORTANCE OF THE ROLE OF COMMISSIONERS IN OUR INTERACTION WITH THE PUBLIC, THE LOCAL COMMUNITY INTERACTIONS, THAT I JUST SEE THAT THE OPPORTUNITY TO HAVE FURTHER CONVERSATION ABOUT HOW COMPREHENSIVE, EVEN THOUGH THIS LIST IS LARGE, AS I SAID, HOW IT IS ARTICULATED, AND WHETHER THERE ARE NOT SOME THINGS THAT COULD ALSO BE INCLUDED. SO THAT'S WHY I WANTED TO TAKE THIS OPPORTUNITY. THANK YOU, COMMISSIONER. WE TOOK A DIFFERENT APPROACH, IF YOU RECALL, WHEN WE DID OUR BRIEFING. AND INSTEAD OF THE MORE GLOBAL LAUNDRY LIST OF PRIORITIES THAT WE'VE MANAGED TO COMPILE IN THE PAST, WE'VE TAKEN EVERYTHING BACK TO OUR GUIDING PRINCIPLES, WHICH IS THE CENTURY AGENDA, AND TIED BACK THOSE THINGS THAT THE COMMISSION IDENTIFIED IN YOUR RETREAT EARLIER LAST YEAR AND ALSO DURING YOUR BUDGET RETREAT HAD IDENTIFIED. WE BROUGHT THOSE IN ALONG WITH SOME OF THE OTHER LARGE ITEMS THAT HAVE BEEN STANDING FOR A WHILE, INCORPORATED THOSE, AND THEN MET INDIVIDUALLY WITH THE COMMISSIONER CHO HAVE A CONVERSATION ABOUT MAKING SURE THAT YOUR PRIORITIES WERE INCLUDED. WE THEN BRIEFED THAT AT THE COMMISSION MEETING, AND WE'VE INCORPORATED THE LITTLE FEEDBACK THAT WE DID RECEIVE AT THAT MEETING INTO THE DOCUMENT THAT YOU HAVE TODAY. WELL, THANK YOU. AND FOR THE FIVE MEMBERS OF THE PUBLIC THAT MIGHT BE LISTENING, IT WOULD BE GREAT TO GIVE THEM AN OPPORTUNITY TO HEAR HOW

RESPONSIVE WE ARE,
TO SEE HOW WE ARE INTENDING TO REVIEW OR
IMPACT OUR INTERACTIONS, HOW WE SPEND
OUR RESOURCES. AND SO I JUST HAD
A FEW COMMENTS, AND I DON'T KNOW WHETHER
MY COLLEAGUES HAVE HAD A CHANCE TO DIG
INTO THIS. LIKE I SAID, QUITE A
COMPREHENSIVE LIST. I'M NOT SUGGESTING
THAT OTHERWISE. BUT TWO THINGS IN
PARTICULAR I WOULD LIKE TO COMMENT
ON THIS. OF COURSE, WE CAN ALWAYS
NICKPICK AND I'M GOING TO SPARE YOU WITH
THAT. AND I ACTUALLY TRIED TO PUT IN
WRITING WHAT I'M GOING TO TRY TO SAY.
IT'S KIND OF DIFFICULT TO TEXT EDIT IN
PUBLIC ON THE FLY, SO PENS DOWN.
ALL RIGHT. ONE OF THE THINGS AND I THINK
VERY MUCH APPROPRIATE TO THE
CONVERSATION WE'RE HAVING TODAY ABOUT
TOURISM WHEN REVIEWING THE
LANGUAGE THAT WE HAVE ON MAKING
THE PORT, THE LANGUAGES AS
A LEADING TOURISM DESTINATION AND
BUSINESS GATEWAY, WE SPEAK TO
REALLY THE OPERATION OF THE AIRPORT AND
THAT IS ONE OF THE PRIMARY VEHICLES WE
USE TO PROMOTE TOURISM. BUT CERTAINLY
THIS IS A VERY, SHALL WE SAY,
PROXIMAL MECHANICAL PART OF IT. WE SPEND
ALL WE JUST HEAR ABOUT ALL THIS
DEVELOPMENT OF PROGRAMMING AND
PROMOTIONAL WORK AND THIS LATEST
DEVELOPMENT WE'RE TALKING ABOUT IN
ECOLOGICALLY BASED TOURISM. SO I JUST
THOUGHT THAT GIVEN HOW MUCH EMPHASIS
WE'RE PUTTING ON THIS AND RESOURCES
EXPENDED ON IT, THAT SOMETHING MORE THAN
JUST THE AIRPORT WOULD BE APPROPRIATE.
SO IF I COULD JUST READ ONE SENTENCE
THAT I PUT OVER AND WE CAN TEXT EDIT AT
ANOTHER TIME. TO CONTINUE TO COLLABORATE
WITH VISIT SEATTLE AND WASHINGTON STATE
TOURISM TO PROMOTE VISITORS TO THE STATE
AND TO EXPERIENCE ITS NATURAL ASSETS
WHILE MINIMIZING CULTURAL AND ECOLOGICAL
IMPACTS. THAT'S A SENTENCE THAT I
THINK TALKS ABOUT TOURISM PROMOTION IN
ADDITION TO THE PHYSICAL PROCESS OF HOW
YOU GET PEOPLE TO AND FRO.
I DON'T KNOW. DO YOU REALLY NEED TO MAKE
A MOTION TO WHETHER WE CAN ACCEPT THAT
AS A PROBABLY THAT'S WHAT WE HAVE TO DO,
RIGHT? YES. I WOULD SUGGEST I MEAN,
DO YOU FEEL LIKE WHAT COMMISSIONER
FELLEMAN IS SUGGESTING IS ENCOMPASSED IN
THE GUIDING PRINCIPLES AND THE CURRENT
WORK PLAN IS I GUESS THE QUESTION I
WOULD ASK YOU, DAVE AND SABRINA? YES.
IT'S IN KEEPING WITH IT AS WITH
EVERYTHING WHEN WE WENT THROUGH THIS
PROCESS, THERE ARE SOME THINGS THAT CAN
FALL WITHIN MULTIPLE CATEGORIES. IN SOME
CASES, FOR EXAMPLE, WE HAD MADE THE

ADJUSTMENT TO MAKE SURE THAT HELPING
LEAD ON DEVELOPMENT OF A GREEN CORRIDOR
FOR CRUISE SHOWED UP IN BOTH THE
ENVIRONMENTAL AND IN THE RESPONSIBLE
ECONOMIC DEVELOPMENT.
IT'S UP TO COMMISSION TO DECIDE WHAT
AMENDMENTS YOU WANT TO MAKE, BUT
OBVIOUSLY IT'S IN KEEPING WITH THE
INTENT OF THE GOALS THAT ARE SET OUT IN
THE CENTURY AGENDA. YEAH.
WELL, SUGGEST I THINK THAT THIS HAS
COVERED COMMISSIONER FELLEMAN AND IT FEELS
LIKE IT WAS GOING A LITTLE TOO DEEP
BECAUSE YOU'RE CALLING OUT ORGANIZATIONS
LIKE VISIT SEATTLE AND WHATNOT. SO I THINK
THIS DISCUSSION MIGHT SUFFICE AS BEING
ON THE RECORD. I HUMBLY
DISAGREE. WHILE THE WORDS OF THE NAMES
OF THE ORGANIZATIONS MAY BE CONSIDERED
TOO SPECIFIC, IT IS SPECIFICALLY WHAT WE
ARE DOING THIS COMING YEAR. SURE. AND TO
HAVE THE PORT OF SEATTLE'S PROMOTION
OR INVESTMENT IN TOURISM BEING REDUCED
TO THAT OF COMMUNICATING TO THE
COMMUNITY ABOUT SAMP, WHICH WE NOW KNOW
IS SIGNIFICANTLY DELAYED OR NEAR TERM
PROJECTS AND THE EFFICIENCY OF THE
AIRPORT. TO ME, THAT'S NOT WHAT WE'RE
DOING ABOUT TOURISM. THAT'S WHAT WE'RE
DOING ABOUT THE FUNCTIONING OF AN
AIRPORT. I JUST THINK WHILE
WHAT I'M SUGGESTING, AS WE HEARD, IS
COMPLETELY CONSISTENT WITH OUR MISSION
AND ALL THAT, IT'S JUST NOT ARTICULATED
AS ONE OF THE THINGS THAT WE ARE
ACTIVELY DOING THIS YEAR. OKAY, IF YOU
WOULD PREFER BEING NOT SAYING VISIT
SEATTLE AND WATCH THE STATE TOURISM,
EVEN THOUGH THEY ARE OUR PARTNER
ORGANIZATIONS, WE CAN JUST SAY TO
COLLABORATE WITH PARTNER ORGANIZATIONS
TO PROMOTE VISITORS TO WASHINGTON STATE.
YEAH, I WOULD ACCEPT THAT. DO WE HAVE A
SECOND TO THAT AMENDMENT? HANG ON A
MINUTE FOR ME. CAN I GET YOU TO RESTATE
YOUR AMENDMENT, PLEASE, MR.
COMMISSIONER? I THOUGHT WE WERE GOING TO
TRY AND OUTWARD SMITH BUT HERE IT GOES.
CONTINUE TO COLLABORATE WITH TOURISM
PARTNERS TO PROMOTE
VISITORS TO THE STATE AND TO EXPERIENCE
ITS NATURAL ASSETS WHILE MINIMIZING
CULTURAL AND ECOLOGICAL IMPACTS.
AND THEN TELL ME, WHERE WOULD YOU LIKE
THAT PLACED? THIS WOULD BE GOAL SIX,
OBJECTIVE 18.
WAIT. NO, I'M SORRY. GOAL TWO.
OBJECTIVE SIX.
OKAY, SO FOR CLARITY THROUGH THE
COMMISSIONER PRESIDENT TO COMMISSIONER
FELLEMAN, THE GOALS
ARE OUTLINED BY THE OBJECTIVES, I THINK,
OF THE CENTURY AGENDA. SO TO ADD

AN OBJECTIVE SIX, I'M NOT SURE THAT THAT WOULD JIVE. WE COULD LOOK FOR A BULLET POINT UNDER ONE OF THE EXISTING OBJECTIVES AND STAFF IS SUGGESTING OBJECTIVE FOUR. I'M TOTALLY GOOD WITH THAT. YOU COULD ADD IT TO ANY BULLET. BUT IT REALLY IS A TOURISM RELATED THING, SO I WOULD THINK IT SHOULD BE WITHIN GOAL TWO, PERSONALLY. OBJECTIVE FOUR. SURE. OH, OBJECTIVE FOUR. MY SORRY. YES. NOW I UNDERSTAND. OKAY. ALL RIGHT, PERFECT. SO NOW WE HAVE THE AMENDMENT STATED AND PLACED. MR. COMMISSION PRESIDENT, YOU CAN MOVE TO YOUR SECOND. CAN I GET A SECOND? 2ND. EXCELLENT. CAN YOU CALL THE MOTION HAS BEEN MOVED AND SECONDED FOR AN AMENDMENT. YES, CALL THE ROLL. THANK YOU. YES, BEAR WITH ME. AND FOR THE VOTE ON THAT AMENDMENT, BEGINNING WITH COMMISSIONER CALKINS. AYE. THANK YOU, COMMISSIONER FELLEMAN. AYE. THANK YOU. COMMISSIONER HASEGAWA. AYE. THANK YOU. COMMISSIONER MOHAMED. AYE. THANK YOU. COMMISSIONER CHO. AYE, THANK YOU. FIVE AYES IS ZERO NAYS FOR THAT AMENDMENT. EXCELLENT, THANK YOU VERY MUCH. THE AMENDMENT PASSES. ARE THERE ANY OTHER QUESTIONS FOR STAFF AT THE TIME FROM COMMISSIONERS ON THIS ITEM? LET'S GET COMMISSIONER HASEGAWA FIRST. GO AHEAD. GIVEN THAT IT IS HUMAN TRAFFICKING AWARENESS MONTH AND THIS IS LOOKING DOWN OUR AGENDA FOR THE COMING YEAR, I'M WONDERING IF HUMAN TRAFFICKING EFFICACY LIVES ANYWHERE IN THIS DOCUMENT. AND IF NOT, I WOULD PROPOSE THAT WE INCORPORATE IT UNDER GOAL FIVE, BECOMING A MODEL FOR EQUITY, DIVERSITY, INCLUSION, AND PERHAPS IT COULD LIVE UNDER OBJECTIVE 14. I'D LIKE TO RAISE THAT THERE IS AN ACTIVE BILL MAKING ITS WAY THROUGH THE LEGISLATURE THAT WAS PRE FILED BY REPRESENTATIVE TINA ORWELL THAT WOULD CREATE A STATEWIDE SERVICE CENTER FOR SUPPORTING ADULTS WITH LIVED EXPERIENCE OF SEX TRAFFICKING. GREAT. YES. WE DO NOT HAVE HUMAN TRAFFICKING SPECIFICALLY, SO I THINK WE'D WELCOME THIS AMENDMENT. I PROPOSE AN AMENDMENT INCORPORATING HUMAN TRAFFICKING UNDER GOAL FIVE AND OBJECTIVE 14. SECOND. ALL RIGHT, CLERK HART, DID YOU GET THAT OR DO YOU NEED ANYTHING REPEATED? NO, I HAVE IT. THANK YOU. EXCELLENT. THANK YOU. THE MOTION WAS MADE AND SECONDED. WE'LL GO AHEAD TO THE ROLL CALL. I'M SORRY. YEAH. OKAY. SO IF WE WANT TO DO MORE THAN INCORPORATING HUMAN TRAFFICKING YES, WE WOULD NEED SPECIFIC LANGUAGE.

YEAH, SURPRISES. I'M JUST KIDDING.
I THINK THE LANGUAGE WOULD BE SIMPLY TO
INCLUDE HUMAN TRAFFICKING AS A PRIORITY
FOR THE PORT, ANTI TRAFFICKING,
AND PROMOTING ACCESS TO SERVICES FOR
TRAFFICKING SURVIVORS. I'M SORRY,
PLEASE SAY THAT AGAIN. INCLUDING ANTI
TRAFFICKING EFFORTS AND PROMOTING ACCESS
TO SERVICES FOR HUMAN TRAFFICKING
SURVIVORS AS A LEGISLATIVE PRIORITY OF
THE PORT OF SEATTLE UNDER
GOAL FIVE, OBJECTIVE 14. AND THIS
IS ALL RECORDED, SO DON'T WORRY.
ALL RIGHT, THANK YOU FOR THAT AND THANK
YOU FOR THE PLACEMENT THROUGH THE
COMMISSION PRESIDENT. WOULD YOU LIKE ME
TO GO AHEAD AND CALL THE VOTE FOR THAT
AMENDMENT? THANK YOU. BEGINNING WITH
COMMISSIONER CALKINS? AYE. THANK YOU.
COMMISSIONER FELLEMAN. AYE. THANK YOU.
COMMISSIONER HASEGAWA. AYE. THANK YOU.
COMMISSIONER MOHAMMED AYE. THANK YOU.
AND COMMISSIONER CHUCK AYE. THANK YOU.
FIVE AYES, ZERO NAYS FOR THAT AMENDMENT.
EXCELLENT. THE AMENDMENT PASSES. ARE
THERE ANY OTHER QUESTIONS FOR STAFF AT
THIS TIME FROM COMMISSIONERS?
OKAY, REAL QUICK. ALL RIGHT, WELL, I
WOULD JUST LIKE TO ADD, LIKE, THREE
WORDS TO GOAL FIVE,
OBJECTIVE 14. WITH REGARDS
TO THE TRIBAL MOU OR MOA,
AND THAT'S THE SECOND BULLET POINT
THROUGH THE COMMISSION PRESIDENT. YES.
THANK YOU. SO I
WOULD LIKE TO INSERT THE WORD AND
IMPLEMENT THE WORDS FINALIZE AND
IMPLEMENT THE TRIBAL MEMORANDUM OF
AGREEMENTS AND THEN ADD WITH
THE MUCKLESHOOT AND SUQUAMISH TRIBES.
WE SUPPORT THAT. THANK YOU. IS THERE A
SECOND? SECOND.
EXCELLENT. ALL RIGHT, CLERK HART,
WHENEVER YOU'RE READY. THANK YOU.
FOR A VOTE ON THAT AMENDMENT BEGINNING
WITH COMMISSIONER CALKINS.
AYE. THANK YOU. COMMISSIONER FELLEMAN.
AYE. THANK YOU. COMMISSIONER HASEGAWA.
AYE. THANK YOU. COMMISSIONER MOHAMED.
THANK YOU. AND COMMISSIONER CHO.
EXCELLENT. AYE. THANK YOU. FIVE AYES
AND ZERO NAYS FOR THAT AMENDMENT. THANK
YOU VERY MUCH. THE MOTION PASS. THE
AMENDMENT PASSES. OKAY.
OH, DID YOU I'M SORRY. NO, NO, NO.
OKAY. SO WITH REGARDS TO OBJECTIVE 18,
THE THIRD BULLET, ADVOCATING FOR THE
LONG TERM HEALTH OF SEATAC PARK, I
CERTAINLY SUPPORT THIS LANGUAGE HERE.
AND I JUST WANT TO NOTE THAT IN ADDITION
TO ADVOCATING FOR THE HEALTH OF NORTH
SEATAC PARK AS CALLED FOR IN THIS
OBJECTIVE, I WANT TO NOTE THAT THE JAC,

WHICH IS A JOINT ADVISORY COMMITTEE
COMPRISED OF TWO COMMISSIONERS FROM THE
PORT AND TWO FROM SEATAC CITY COUNCIL
WILL ALSO BE ADDRESSING THE LONG TERM
PROTECTION OF THE PARK FOR HUMAN USES AS
WELL AS ECOLOGICAL USES. SO I JUST WANT
TO CLARIFY THAT GREAT. THANK YOU.
ANYONE ELSE FOR THE COMMISSIONER?
ALL RIGHT, SEEING NO FURTHER DISCUSSION
FOR THIS ITEM, CLERK, PLEASE CALL THE
ROLL FOR THE VOTE. COMMISSIONER, PLEASE
SAY AYES OR NAY WHEN YOUR NAME IS CALLED
FOR THE MAIN MOTION AS AMENDED,
BEGINNING WITH COMMISSIONER CALKINS.
AYE. THANK YOU. COMMISSIONER FELLEMAN.
AYE. THANK YOU. COMMISSIONER HASEGAWA.
AYE. THANK YOU. COMMISSIONER MOHAMMED.
AYE. THANK YOU. AND COMMISSIONER CHO.
AYE. THANK YOU. FIVE AYES, ZERO NAYS
FOR THAT ITEM. EXCELLENT. THE MOTION
PASSES. THANK YOU ALL. THANK YOU. THANK
YOU, GUYS. ALL RIGHT, MOVING ON IN THE
AGENDA, WE HAVE ONE NEW BUSINESS ITEM
TODAY. CLERK HART, PLEASE READ THE ITEM
INTO THE RECORD. WE'LL THEN HEAR FROM
EXECUTIVE DIRECTOR METRUCK TO INTRODUCE
THE ITEM. THANK YOU. THIS IS AGENDA ITEM
TEN A AUTHORIZATION FOR THE EXECUTIVE
DIRECTOR TO ADVERTISE, AWARD AND EXECUTE
A MAJOR WORKS CONSTRUCTION CONTRACT TO
COMPLETE THE INSTALLATION OF THE PIER 66
SHORE POWER PROJECT. TO UTILIZE THE
PROJECT LABOR AGREEMENT TO ENTER INTO
AGREEMENTS IN SUPPORT OF COMPLETION OF
THIS WORK AND TO EXTEND DESIGN CONTRACTS
AND EXECUTE SERVICE DIRECTIVES TO
PROVIDE CONSTRUCTION SUPPORT IN THE
AMOUNT OF \$29,145,000 AND AN
ESTIMATED TOTAL PROJECT COST OF \$38
MILLION. THIS IS CIPC 800945,
COMMISSIONER. ONE OF THE KEY OBJECTIVES
OF OUR MARITIME CLIMATE AND AIR ACTION
PLAN IS TO HAVE 100% OF HOMEPORT CRUISE
SHIP CALLS CONNECT TO SHORE POWER BY THE
YEAR 2030, IF NOT SOONER.
IMPLEMENTING SHORE POWER AT PIER 66 WILL
LEAD TO SIGNIFICANT REDUCTIONS NOT ONLY
IN CARBON EMISSIONS, BUT ALSO OTHER AIR
POLLUTE AIR PARTICULATES IN THE NEAR
PORT COMMUNITIES. YOU PREVIOUSLY
AUTHORIZED DESIGN AND PROCUREMENT OF
LONG LEAD TIME ITEMS FOR THE PIER 66
SHORE POWER PROJECT, INCLUDING THE
UNDERWATER CABLE. THIS CURRENT
AUTHORIZATION IS FOR CONSTRUCTION. STAFF
HAVE ENGAGED WITH MANY IMPORTANT
STAKEHOLDERS, INCLUDING TRIBAL
GOVERNMENTS AND OTHER AGENCIES
THROUGHOUT THIS PROJECT. WE PLAN TO HAVE
PIER 66 SHORE POWER IN USE BY THE 2024
CRUISE SEASON. OUR PRESENTERS THIS
AFTERNOON ARE STEPHANIE JONES STEVENS,
MANAGING DIRECTOR FOR MARITIME LINDA

SPRINGMAN, DIRECTOR CRUISE OPERATIONS AND MARITIME MARKETING AND MARK LONGRIDGE, CAPITAL PROJECT MANAGER. SO WITH THAT, I'LL TURN OVER TO STEPHANIE FOR SOME REMARKS. YES, I'M JUST GOING TO SAY A COUPLE OF SHORT REMARKS. I'M SITTING IN THE PUBLIC TESTIMONY CHAIR, SO I'LL BE LESS THAN TWO MINUTES. THIS PROJECT IS SUCH AN IMPORTANT ONE TO ME THAT I WANTED TO TAKE THE OPPORTUNITY TO SAY A COUPLE OF WORDS AND TO PUT THIS INTO CONTEXT. OCEAN GOING VESSELS ARE THREE FOURTHS OF OUR MARITIME GREENHOUSE GAS EMISSIONS. SUCH AN IMPORTANT THING FOR US TO ADDRESS ON OUR JOURNEY TO DECARBONIZATION. AND OCEAN GOING VESSELS ARE A HARD SECTOR TO ADDRESS. SHORE POWER IS ONE OF THE WAYS THAT WE CAN DO THAT SO EFFECTIVELY AND THAT WE'VE BEEN LEADERS. THIS PARTICULAR PROJECT WILL REDUCE ABOUT 2700 METRIC TONS OF CARBON PER YEAR. SO IT'S A REALLY IMPORTANT PART OF OUR EFFORTS AND PART OF OUR COMMITMENT TO THE COMMUNITY. I ALSO WANT TO POINT OUT THAT AS OUR COMMISSIONERS, YOU NEED TO AUTHORIZE ALL OF OUR SPENDING, EVEN WHEN THE FUNDING IS COMING FROM OTHER PLACES. SO WE DO HAVE SOME GRANT FUNDS ALREADY PROCURED. I WANT YOU TO KNOW THAT WE ARE VERY ACTIVELY PURSUING OTHER GRANT FUNDINGS. AND WE'RE ALSO IT'S MY ABSOLUTE EXPECTATION THAT OUR LONG TERM PARTNER HERE WILL ALSO BE CONTRIBUTING IN A MEANINGFUL WAY. AND WE ARE STILL WORKING ON THE DETAILS OF THAT. WE ARE HERE TODAY BEFORE WE ARE HERE TODAY BECAUSE IT'S ABSOLUTELY CRITICAL THAT WE MOVE FORWARD NOW IF WE'RE GOING TO HIT THE 2024 CRUISE SEASON. SO THIS IS A CRITICAL PATH ITEM. SO, THANK YOU VERY MUCH. I'M GOING TO TURN THIS OVER TO LINDA SPRINGMAN, OUR DIRECTOR OF CRUISE OPERATIONS AND MARITIME MARKETING NOW, WHO IS GOING TO SHARE A LITTLE BIT MORE DETAILS WITH YOU AND OVERVIEW, AND THEN MARK WILL ALSO SHARE. THANK YOU SO MUCH, COMMISSIONERS. THANKS. GOOD AFTERNOON. THANKS, COMMISSIONERS. YOU CAN GO AHEAD TO THE NEXT SLIDE. AS YOU KNOW, PIER 66 WAS COMMISSIONED AS A CRUISE TERMINAL IN 1999 AND AS A SINGLE BERTH FACILITY. IT IS OUR FLAGSHIP, AS IT WAS OUR FIRST COMMISSION TERMINAL. AND BECAUSE OF ITS PRIME LOCATION ON OUR WATERFRONT. PIER 66 IS A HOME PORT TO NORWEGIAN CRUISE LINE IN OCEANIA AND IS UTILIZED OCCASIONALLY FOR PORT OF CALL AND ROUTE TO AND FROM VANCOUVER, PRIMARILY DUE TO ITS PRIME DOWNTOWN LOCATION. NEXT SLIDE, PLEASE. AS YOU KNOW, ONE OF OUR CENTURY AGENDA

GOALS IS TO BE THE GREENEST AND MOST ENERGY EFFICIENT PORT IN NORTH AMERICA AND TO REDUCE AIR POLLUTANTS AND CARBON EMISSIONS. THE PROVISIONING OF SHORE POWER FOR CRUISE SHIPS IS THE PORT'S GREATEST OPPORTUNITY TO REDUCE GREENHOUSE GAS EMISSIONS AND IMPROVE LOCAL AIR QUALITY. THIS EFFORT RESULTS IN INSTALLATION OF SHORE POWER AT PIER 66 BY 2024 CRUISE SEASON, SIX YEARS AHEAD OF OUR NORTHWEST PORT'S CLEAN AIR STRATEGY GOAL OF 2030 AND MAKES 100% OF OUR HOMEPORT CRUISE PIERS SHORE POWER CAPABLE WELL AHEAD OF THIS 2030 GOAL. YOU'LL SEE THIS ILLUSTRATED IN OUR PRESENTATION A LITTLE BIT LATER. AND AS STEPHANIE RECOGNIZED, IT IS OUR EXPECTATION, BASED ON PRELIMINARY DISCUSSIONS, THAT OUR LEASEHOLD PARTNER AT PIER 66, NORWEGIAN CRUISE LINE HOLDINGS, WILL BE CONTRIBUTING TO THIS EFFORT AND NEGOTIATIONS ARE UNDERWAY RELATED TO THAT OUTCOME. NEXT SLIDE. WE'RE VERY FORTUNATE IN OUR REGION TO HAVE ACCESS TO CLEAN ENERGY. ACTUAL RESULTS OF CARBON REDUCTION HAS BEEN PROVEN BY SHIPS CURRENTLY USING SHORE POWER AT TERMINAL 91. AND CRUISE LINES HAVE DEMONSTRATED THE COMMITMENT TO CONNECT WHEN WHEN THE ABILITY EXISTS SHORESIDE BY BRINGING EQUIPPED VESSELS. NOW I'LL TURN IT OVER TO MARK LONGRIDGE, WHO WILL TALK ABOUT THE DETAILS OF THIS PROJECT. THANKS, LINDA. NEXT SLIDE, PLEASE. COMMISSIONERS, EXECUTIVE DIRECTOR. I'M MARK LONGRIDGE. I'M A CAPITAL PROJECT MANAGER WITH THE WATERFRONT PROJECT MANAGEMENT TEAM. I'D LIKE TO GIVE YOU A LITTLE BIT OF AN OVERVIEW OF OUR PROJECT AND WHAT WE'RE REQUESTING TODAY, PLUS SOME ORIENTATION OF THE WORK WE'RE TRYING TO ACHIEVE. OUR ULTIMATE GOAL IS TO BRING CRUISE SHORE SHORE POWER TO PIER 66 SHOWN AT THE TOP OF THE MAP HERE. THE ORIGATION POINT FOR THIS POWER FROM SEATTLE CITY LIGHT IS ACTUALLY AT THE SOUTH END OF TERMINAL 46, SHOWN AT POINT A TOWARDS THE BOTTOM OF THE FIGURE. IF YOU CAN MAKE THAT UP, THE PROJECT WILL CONSTRUCT APPROXIMATELY 3000 LINEAR FEET OF ELECTRICAL DUCT BANK ON TERMINAL 46 TO BRING POWER FROM THAT SOUTHERN SOURCE POINT TO THE SEA WALL, AND ALSO INCLUDES AN EXTENSION TO THE NORTH FOR FUTURE WATERFRONT ELECTRIFICATION SITES SUCH AS COLEMAN DOCK. SEATTLE CITY LIGHT IS COVERING THE COST FOR THAT EXTENSION. ONCE WE HAVE POWER TO THE EDGE OF TERMINAL 46 AT POINT C SHOWN, WE'RE THEN INSTALLING A 6100 FOOT CABLE ABOUT SIX INCHES IN DIAMETER OUT INTO ELLIOTT BAY AND BRINGING IT BACK UP TO THE SOUTH END OF

PIER 66. AT PIER 66, OUR WORK IS TO INSTALL A TRANSFORMER AND ELECTRICAL EQUIPMENT TO MANAGE AND DISTRIBUTE THAT POWER TO THE CRUISE SHIPS WHEN AT BERTH. OUR PLAN IS TO COMPLETE ALL OF THE WORK AT PIER 66 OUTSIDE OF THE REGULAR CRUISE SEASON. NEXT SLIDE.

JUST OVER A YEAR AGO, WE CAME TO YOU FOR AUTHORIZATION TO PURCHASE THE CABLE AND ELECTRICAL EQUIPMENT, BOTH VERY LONG LEAD ITEMS. WE'VE NOW COMPLETED THOSE PURCHASES AND THEY ARE IN PRODUCTION NOW. WE'RE COMPLETING THE DESIGN NOW AND FINALIZING THE PERMITTING WITH EXPECTED ISSUANCE THIS QUARTER. THIS WORK HAS INCLUDED THE EFFORTS OF MANY PARTNERS TO MAKE IT HAPPEN, INCLUDING THE ONES SHOWN HERE ON THIS SLIDE. BUT I'D LIKE TO ESPECIALLY THANK THE EFFORTS OF SEATTLE CITY LIGHT, WHO'VE BEEN INSTRUMENTAL IN GETTING THIS WORK DONE. NEXT SLIDE.

AS STEVE MENTIONED, THE PROJECT HAS BEEN DECOMMISSIONED TWICE BEFORE, ONCE FOR DESIGN AUTHORIZATION AND THEN AGAIN TO AUTHORIZE THE EARLY PROCUREMENT OF BOTH THE CABLE AND ELECTRICAL EQUIPMENT. TODAY WE'RE ASKING FOR AUTHORIZATION TO COMPLETE THIS WORK, INCLUDING THE ADVERTISEMENT OF MAJOR WORKS CONTRACT TO INSTALL THE MATERIALS WE PURCHASED AND TO COMPLETE THE DUCT BANK ACROSS TERMINAL 46. TO DO THIS, WE'RE ALSO LOOKING TO EXECUTE A MEMORANDUM OF AGREEMENT WITH SEATTLE CITY LIGHT, EASEMENTS FOR THE DUCT BANK AND CABLE AND TRIBAL MITIGATION AGREEMENTS FOR THE INWATER WORK. THE REQUEST TODAY IS FOR \$29,145,000 OF A TOTAL PROJECT BUDGET OF \$38 MILLION. NEXT SLIDE.

THAT \$38 MILLION IS THE TOTAL GROSS COST FOR ALL WORK, AS LINDA MENTIONED, FOR ALL COMPONENTS OF THE PROJECT, AND WILL BE OFFSET BY SEVERAL SOURCES AS INDICATED HERE. THIS INCLUDES SEATTLE CITY LIGHT FUNDING TO REIMBURSE THE WORK TO THE NORTH, GRANT AND STATE FUNDING OF ALMOST \$5 MILLION, AND A CONTRIBUTION FROM NORWEGIAN CRUISE LINES THAT IS CURRENTLY IN NEGOTIATION. NEXT SLIDE.

AS I MENTIONED, WE'RE DOING EVERYTHING WE CAN TO BRING THE SYSTEM ONLINE FOR 2024 CRUISE SEASON. WE'RE COMPLETING OUR FINAL DESIGN AND PERMITTING AND PLAN TO ADVERTISE THE WORK THIS QUARTER AND FINALIZE THE MOA WITH CL CITY LIGHT AS WELL. PORT STAFF CONTINUE TO WORK WITH NORWEGIAN CRUISE LINES ON POSSIBLE LEASE AMENDMENTS TO SUPPORT THE WORK, WHICH WOULD BE BROUGHT TO YOU UNDER A SEPARATE COMMISSIONER ACTION. WE PLAN TO OPEN BIDS IN APRIL, AND SITE CONSTRUCTION WOULD START TERMINAL 46 IN THE THIRD QUARTER OF THIS YEAR, FINISHING AROUND

THE START OF THE CRUISE SEASON FOR 2024.
TO BE CLEAR, THERE ARE STILL RISKS IN
THE PROJECT, NOT THE LEAST OF WHICH ARE
BOTH SUSTAINED ESCALATION AND SUPPLY
CHAIN ISSUES THAT WE'RE FACING,
ESPECIALLY IN ELECTRICAL EQUIPMENT. BUT
WE ARE DOING EVERYTHING WE CAN TO
COMPLETE THIS WORK AND BRING THE SYSTEM
ONLINE AS SOON AS POSSIBLE TO BE THE
FIRST PORT IN THE NATION WITH THREE
SHORE POWER, CAPABLE CRUISE BERTHS.
WITH THAT, I'D BE HAPPY TO ANSWER ANY
QUESTIONS. EXCELLENT. ARE THERE ANY
QUESTIONS FOR STAFF AT THIS TIME FROM
COMMISSIONERS? PLEASE LET ME KNOW.
COMMISSIONER CALKINS.

SO, TRUTH BE TOLD, WHEN I GOT THIS MEMO
AND READ THROUGH IT, MY INITIAL FEELING
WAS A LITTLE BIT OF HEARTACHE, OR
HEARTBURN, I SHOULD SAY, ABOUT THE
DOLLAR VALUE. \$38 MILLION IS A LOT OF
MONEY, PARTICULARLY WHEN WE HAD
YEARS AGO, WHEN WE FIRST INTRODUCED THE
ITEM, THE FIRST SORT OF STICKER PRICE
WAS ABOUT THIS MUCH. AND THEN, AS A
RESULT OF VERY THOUGHTFUL INSIGHTS
FROM OUR ENGINEERING TEAM, HAD CUT THAT
NUMBER AND ALMOST A THIRD DOWN TO ALMOST
A THIRD OF WHAT THE ORIGINAL WAS BY
INNOVATING THE IDEA OF DOING A SUBMARINE
CABLE INSTEAD OF TRENCHING ALONG ALASKA
WAY. AND SO TO SEE THE NUMBER BACK AT
THAT SORT OF ORIGINAL STARTING NUMBER
WAS DISCONCERTING. AND AS I DUG INTO
IT AND ASKED QUESTIONS OF STAFF, I CAME
TO UNDERSTAND A LITTLE BIT MORE ABOUT
WHERE THOSE COSTS ARE COMING FROM.
HIGHER COSTS ASSOCIATED WITH INFLATION
ON EXCEEDINGLY INTRICATE
SUBMARINE CABLES, THE ADDITIONAL NEED
FOR MITIGATION. I THINK I WOULD
INCLUDE MYSELF IN THIS. WE WERE A LITTLE
BIT TOO LAX
AND THINKING, WELL, IT'S OUT IN THE
WATER. IT'S NOT REALLY IMPACTING
ANYTHING, WHEN, IN FACT, THOSE ARE
FISHING GROUNDS FOR OUR TRIBAL PARTNERS.
THERE'S A LOT OF ECOLOGY WE NEED TO
CONSIDER, AND SO WE NEEDED TO BULK UP
THAT ORIGINAL PROPOSAL ON THAT SIDE OF
THINGS. BUT ALL THAT SAID,
AT \$38 MILLION, I BEGAN TO THINK TO
MYSELF, IS THIS, IN FACT THE BEST WAY TO
SPEND THIS MONEY IF OUR HIGHER ORDER
VALUE IS TO REDUCE GREENHOUSE GAS
EMISSIONS AND TO REDUCE LOCAL AIR
PARTICULATE EMISSIONS? SO I TOOK THOSE
QUESTIONS TO STEPHANIE AND OTHERS TO SEE
WHAT IS THE VERDICT ON THAT? AND I'VE
BEEN ASSURED THAT GIVEN THAT THIS
PROJECT HAS ALSO ATTRACTED A LOT OF
GRANT FUNDING, AND BECAUSE IT IS A
PARTNERSHIP PROJECT WITH OUR TENANTS AT

THAT TERMINAL, WHETHER IT'S NORWEGIAN, OUR CURRENT TENANT, OR SOME FUTURE TENANT, IT'S REALLY TO BE UNDERSTOOD AS AN ASSET. YOU KNOW, I THINK WHEN WE TEN YEARS AGO, IF SOMEBODY HAD ASKED ABOUT SHORE POWER, SHIPPERS CRUISE LINES WOULD HAVE SAID WOULD HAVE SORT OF SHRUGGED THEIR SHOULDERS AND SAID, I GUESS. BUT AS THEY ALL ENTER INTO MORE AND MORE AGREEMENTS ABOUT THEIR ENVIRONMENTAL RESPONSIBILITY, THEY'RE GOING TO SEE PORTS THAT HAVE SHORE POWER AS CONTRIBUTING TO THEIR EFFORTS. BOTH INTERNAL EFFORTS THAT THEY'RE HOLDING THEMSELVES ACCOUNTABLE TO, BUT ALSO REQUIREMENTS BY THE IMO OR BY COMMUNITIES IN WHICH THEY'RE OPERATING TO PLUG IN WHEN AT BERTH, TO BURN CLEANER WHEN OUT CRUISING, WHATEVER IT MIGHT BE. AND SO THIS WILL BECOME AN ATTRACTION TO THEM. AND THEREFORE, WHAT I AM HOPING TODAY WE SIGNAL IF AND WHEN WE AUTHORIZE THIS, IS THAT THE PORT OF SEATTLE IS WILLING TO PUT IN OUR PART, BUT WE'RE ALSO EXPECTING THAT OUR CRUISE PARTNERS PUT IN THEIR PART AS WELL. AND WE WILL WORK VIGOROUSLY TO GET LOCAL, STATE, FEDERAL FUNDS TO SUPPORT THIS PROJECT BECAUSE IT IS A PROJECT THAT HAS PROFOUND IMPACTS FOR THE COMMUNITIES THAT ARE IMPACTED BOTH LOCALLY FROM AIR PARTICULATE EMISSIONS, BUT ALSO GLOBALLY FROM GHG. AND SO WITH THAT, IN SPITE OF MY MISGIVINGS ABOUT THE TOTAL PROJECT COST, I DO THINK IT IS WORTH IT. I THINK IT'S AN IMPORTANT STEP FOR US TO TAKE, AND IT ALLOWS US TO ADVANCE THE LARGER PROJECT OF GETTING TO ZERO EMISSIONS CRUISE AS QUICKLY AS POSSIBLE FROM THE PORT OF SEATTLE. SO I AM GOING TO SUPPORT THIS. THANK YOU. COMMISSIONER CALKINS. ANYONE ELSE? COMMISSIONER HASEGAWA, I'M WONDERING SHORE POWER, I OBVIOUSLY AM SUPPORTIVE OF IT, BUT IT'S FOR NOT IF THERE'S NO ONE TO PLUG THE VESSEL IN. AND SO GIVEN THAT T FIVE DOWN THERE THAT WE'RE STILL NOT REALLY CONNECTING, WHAT ARE YOUR THOUGHTS ON THAT? ON THEM BRINGING SHIPS THAT WILL PLUG IN? YEAH, I'M GOING TO RECOGNIZE STEPHANIE. YEAH, THAT'S FINE. I'LL JUST SAY, COMMISSIONER, THAT WE HAVE BEEN PLUGGING SHORE POWER SHIPS INTO SHORE POWER FOR MANY YEARS AT TERMINAL 91, AND WE HAVE NEGOTIATED THOSE ISSUES BETWEEN THE STEVADOR AND BETWEEN THE STEVADOR AND THE CRUISE SHIP LINE. AND SO WE DON'T ANTICIPATE THAT SAME ISSUE THAT I THINK IS PRETTY PARTICULAR TO T FIVE. BUT THAT IS A GREAT THING FOR US TO BE VERY MINDFUL OF. THANK YOU. OKAY. AND YOU

DON'T ANTICIPATE THAT THAT WILL BE AN ISSUE HERE WITH PIER 66? I DO NOT. THANK YOU. IF I CAN ADD TO THAT, STEPHANIE, I BELIEVE IT'S MORE STANDARDIZATION IN THE CRUISE INDUSTRY FOR THE SHORE CONNECTION. THE SHORE TO SHIP CONNECTION. I BELIEVE IT'S MORE STANDARDIZED. THERE IS, YES, MORE STANDARDIZATION. AS I SAID, WE'VE SEEN THE CRUISE SHIPS SUCCESSFULLY PLUGGING INTO TERMINAL 91, AND WE ARE IN COMMUNICATION WITH NORWEGIAN CRUISE LINES ABOUT THE TECHNOLOGY AS WELL. THANK YOU. EXCELLENT. ANY OTHER QUESTIONS FOR THE TEAM? GO AHEAD, COMMISSIONER MOHAMED. I'M ALSO LOOKING FORWARD TO SUPPORTING THIS ITEM TODAY, AND I THINK IT'S AN IMPORTANT STEP TOWARDS OUR CARBON REDUCTION GOALS. AND SO I THANK THE TEAM FOR YOUR HARD WORK ON THIS. MY QUESTIONS ARE AROUND THE GRANT FUNDING AND THE STATE FUNDING. SO I KNOW THAT YOU GUYS HAVE IDENTIFIED DOLLARS. ARE THERE. APPLICATIONS THAT HAVE ALREADY BEEN SUBMITTED. HOW MUCH OF THAT MONEY HAS ALREADY BEEN SECURED? CAN I GET A BREAKDOWN OF THAT? YEAH, ABSOLUTELY. I CAN SPEAK TO THAT A LITTLE BIT. WE HAVE EXISTING GRANT FUNDING THAT WE'VE ESTABLISHED ACTUALLY SOME TIME AGO FOR THE PROJECT. WE'RE NOW SEEING APPLICATIONS BECOMING AVAILABLE FOR THE INFRASTRUCTURE GRANTS. WE'RE AT THE STAGE WHERE WE'RE SORT OF LATE TO THE GAME. WE'RE A BIT FAR AHEAD THAN OTHER AGENCIES ARE BECAUSE WE'RE READY TO ADVERTISE. SO WE'RE LOOKING FOR OPPORTUNITIES FOR THAT. WE'RE TRACKING THOSE. I KNOW THE PORT STAFF IS LOOKING FOR THOSE OPPORTUNITIES TO COMPLETE APPLICATIONS, BUT WE DON'T WANT TO NECESSARILY SLOW DOWN THE PROGRESS OF TRYING TO GET THE SYSTEM ONLINE TO WAIT FOR THOSE. SO WE HAVE \$4.9 MILLION WORTH OF GRANT AND WASHINGTON STATE DEPARTMENT OF COMMERCE FUNDING CURRENTLY, AND WE'RE CERTAINLY LOOKING FOR OPPORTUNITIES TO INCREASE THAT. AND DO YOU KNOW IF, IN THE GOVERNOR'S BUDGET PROPOSAL FROM THIS YEAR, IF PIER 66 WAS INCLUDED SHORE POWER FOR IT? I DO NOT. GOOD AFTERNOON, COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK. PIERCE EDWARDS, SENIOR DIRECTOR FOR SOLAR RELATIONS. TO ANSWER YOUR QUESTION, COMMISSIONER MOHAMMED NO, THERE WAS NO FUNDING INCLUDED IN THE GOVERNOR'S BUDGET FOR SHORE POWER FOR TERMINAL 66. I WILL REMIND COMMISSIONERS THAT THE NWSA, WITH OUR SUPPORT, ALSO DID SUBMIT A BUDGET REQUEST TO THE GOVERNOR FOR SHORE POWER AT TERMINAL 18 AND THAT

WAS NOT INCLUDED IN HIS BUDGET PROPOSAL.
THANK YOU FOR THAT ANSWER. AND THEN
MY OTHER QUESTION IS AROUND OVERSIGHT.
I THINK IT IS REALLY IMPORTANT THAT WE
HAVE SHORE POWER. AND THEN I WONDER
ABOUT WHAT SORT OF SYSTEMS WE'LL HAVE
PUT IN PLACE TO AUDIT THAT. I'M SURE THE
CRUISE LINES WANT TO PLUG IN. IT'S COST
REDUCTION FOR THEM. BUT HOW DO YOU AUDIT
THAT PROCESS? CAN SOMEONE SPEAK TO THAT?
YES. GOOD CHAIR DANCE HERE.
YES. WE DO REQUIRE REPORTING ON
WHEN CRUISE LINES PLUG IN AFTER EVERY
CALL. IF THEY'RE PLUGGING IN, WE INTEND
TO HAVE DISCUSSIONS ABOUT ACCELERATING
THE REQUIREMENT TO BRING SHIPS THAT PLUG
IN SO THAT THEY ARE LIVING UP TO THAT
AND THEY'VE EXPRESSED AN INTEREST
ALREADY. WE ALREADY DO HAVE SOME OF THE
NCL SHIPS CALLING AT PIER 66 WHO ARE
SHORE POWER CAPABLE. SO THEY REPORTED
AND THEN YOU GUYS ALSO- THEY THE CRUISE
LINES REPORT TO US WHETHER THE SHIP
PLUGGED IN AT PIER 91 AFTER EVERY CALL.
AND HOW DO YOU AUDIT THAT?
YOU'RE ACTING IN THE FACE. WE ACTUALLY
HAVE PERSONNEL AT THE TERMINAL. WE DO
HAVE PERSONNEL AT THE TERMINAL. AND I
BELIEVE ACTUALLY THAT PART OF WHAT OUR
STAFF DOES IS MONITOR STORMWATER BEST
PRACTICES. AND ALSO MY UNDERSTANDING
IS THAT PERSON ALSO I MEAN, IT'S PLUGGED
IN OR IT'S NOT.
IT'S EASIER TO CONFIRM THAN SOMETHING
YEAH, WELL, THANK YOU FOR THOSE ANSWERS.
AND I'M I WOULD SAY WE ALSO CAN TELL BY
THE USAGE, THE ELECTRICITY USAGE, THAT
IS, WHETHER IT'S USED OR NOT DURING THAT
CALL. THAT'S THE WAY YOU MONITOR IT.
THANK YOU FOR THOSE ANSWERS, AND I'M
LOOKING FORWARD TO SUPPORTING THIS ITEM
TODAY. THANK YOU. ALL RIGHT,
ANY OTHER QUESTIONS OR COMMENTS?
COMMISSIONER FELLEMAN,
I THANK YOU AGAIN. I APPRECIATE THE LONG
TERM CONVERSATIONS WE'VE HAD ABOUT
CRUISE. SOMETHING I'VE BEEN THINKING
ABOUT SINCE THE FIRST BOAT SHOWED UP.
IN FACT, I SHOOK THE HAND OF THE FIRST
PRESIDENT OF THE NCL AND SAID, WELCOME
TO SEATTLE. WE DO IT RIGHT HERE. AND HE
WAS LOOKING AT ME 27 YEARS AGO, WHO THE
HECK IS THAT? SO I FULLY SUPPORT
EXPANDING THE USE OF SHORE POWER, THAT
THIS IS SORT OF A NO BRAINER. I WAS
CALLING FOR IT WHILE THE ROADS WERE
STILL BEING RIPPED UP AND WAS HOPING
THAT WE WOULD BE ABLE TO BURY IT AT THAT
TIME. BUT THE FACT THAT STAFF FOUND THIS
CLEVER ALTERNATIVE SOLUTION IS GREAT.
IT'S UNFORTUNATE THAT THE PRICE
CONTINUES TO EXPAND, BUT THE
IMPORTANCE OF PIER 66, THE VALUE OF 66

TO NCL IS EXTRAORDINARY. IT'S THE PREMIER SITE ON THE WATERFRONT, AND THE VALUE OF THAT SITE IS ONLY INCREASING WITH TIME AS THE WATERFRONT TRANSFORMS. SO THIS IS LIKE A PREMIER DESTINATION. HOWEVER, IT'S ALSO RIGHT SMACK IN THE MIDDLE OF DOWNTOWN SEATTLE. SO EMISSIONS COMING FROM THOSE SHIPS ARE HAVING A DISPROPORTIONATE IMPACT PER CAPITA BECAUSE OF THE POPULATION EXPOSURE THAT'S IMMEDIATELY THERE. THERE'S ALSO THE VISUAL ASPECTS OF A SMOKE STACK, AND IT'S CLEAR WHEN THEY SCRUB, WHICH IS THE ALTERNATIVE WAY OF MEETING ECO REQUIREMENTS, WHERE THEY WOULD TAKE HEAVY FUEL OIL AND RUN WATER THROUGH THE STACK. AND YOU WOULD SEE THESE LARGE WHITE PLUMES INSTEAD OF DARK PLUMES IS STILL QUITE A SPECTACLE. AND THE PUBLIC IS NOT HAPPY, ESPECIALLY WHEN IT'S RIGHT DOWNTOWN. AND I ALWAYS FIND IT FUNNY WHEN WE SEE PHOTOGRAPHS OF SHIPS WITH THESE BIG PLUMES. ONE WOULD THINK THAT THAT WOULD NOT BE SEEN AS AESTHETIC. WELL, CERTAINLY THE COMMUNITIES AROUND THE SEAPORT DO NOT. AND SO I'D ALSO LIKE TO ACKNOWLEDGE THE FACT THAT THE COSTS HAVE BEEN REDUCED BECAUSE OF CLEVERNESS OF THE STAFF TO FIND GRANTS AND ALSO BECAUSE OF THE PARTNERSHIP WITH CITY LIGHT. AND THESE ARE EXTRAORDINARY EFFORTS THAT COST ESCALATION OCCUR FOR MANY REASONS, BUT YOUR DUE DILIGENCE IN TRYING TO KEEP IT DOWN IS GREATLY APPRECIATED. AND LIKE I SAID, THERE'S NOBODY HERE THAT DOESN'T LIKE SHORE POWER. BUT I'M SORRY, I GUESS I WOULD LIKE TO ACKNOWLEDGE THAT I WOULD HAVE PREFERRED, GIVEN THE SIZE OF THIS REQUEST, THAT YOU ALREADY HAD AN AGREEMENT WITH NCL COMING INTO THIS CONVERSATION. I SEE YOU HAVE INCLUSION OF THE NEGOTIATIONS ARE ONGOING, AND WE'VE KNOWN THIS HAS BEEN GOING ON SOME TIME. HOWEVER, I ALSO KNOW THAT NCL HAD RECENT CHANGE IN LEADERSHIP, SO THAT COULD VERY MUCH DISRUPT ANY COMMITMENTS TO BE MADE AT THIS MOMENT IN TIME. BUT I WOULD LIKE FOR YOU TO CONSIDER THE FOLLOWING IN YOUR NEGOTIATIONS, WITH WHOMEVER YOU NOW WILL HAVE AT THE HELM TO TALK TO. I'D LIKE FOR YOU TO MAKE IT CLEAR TO NCL THAT ANY CONSIDERATION OF EXTENSION OF THEIR LEASE, WHICH IS UNIQUE, THE ONLY CRUISE LINE THAT HAS A LEASE WITH THE PORT, A LONG TERM LEASE WITH THE PORT, IS NCL. SO THEY HAVE THE LUXURY OF THAT IN THE PREMIER SPOT AND THAT ANY CONSIDERATION OF EXTENDING THAT SHALL BE CONTINGENT ON THEIR CONTRIBUTION TOWARDS THIS ASSET. AND THEN ONCE THIS ASSET IS IN PLACE, THAT

THEY WILL BE REQUIRED TO USE IT FOR THOSE SHIPS THAT ARE SO CAPABLE, NOT SOMETIME IN THE FUTURE, BUT UPON COMPLETION. AND MOST OF THEIR SHIPS ARE MODERN AND ARE SHORE POWER CAPABLE DESPITE WHAT MIGHT HAVE BEEN REPRESENTED PREVIOUSLY. NOW AND THEN FINALLY IN THE INTERIM, AS THEY'VE DONE THIS PAST YEAR AFTER SOME CONSTERNATION FROM THE PUBLIC TO USE ULTRALOW SULFUR DIESEL WHICH IS PROVIDES NO VISUAL APPEARANCE. OBVIOUSLY YOU'LL SEE THE HEAT BUT YOU WILL NOT SEE FROM ANY DISTANCE THE FACT THAT THEY ARE ACTUALLY RUNNING THEIR ENGINES AT ALL. SO THOSE ARE THE THREE CONSIDERATIONS I'D ASK, AND I DO APPRECIATE ALL THE WORK YOU CONTINUE TO PUT INTO THIS. EXCELLENT. THANK YOU SO MUCH, COMMISSIONER FELLEMAN. WE DID ALSO TALK ABOUT CREATING A DASHBOARD SO THAT WHEN ASKING ABOUT HOW DO WE CONFIRM WHAT IS BEING USED OR NOT BEING USED, THERE ARE VARIOUS THINGS, INCLUDING SOME OF THE ECONOMIC BENEFITS AND EMPLOYMENT, ALL THESE THINGS. THAT AT THE END OF EACH YEAR AND BEFORE THE BUDGET SEASON IS OVER, IT WOULD BE GOOD TO HEAR WHAT WAS ACCOMPLISHED, HOW MANY PASSENGERS, HOW MUCH SHORE POWER, ET CETERA AND SO FORTH, SO THAT WE WOULD KNOW GOING FORWARD HOW WE'RE MAKING PROGRESS. EXCELLENT. THANK YOU, COMMISSIONER FELLEMAN. ALL RIGHT, HEARING NO FURTHER QUESTIONS FOR THIS ITEM. IS THERE A MOTION AND A SECOND? SO MOVED. SECOND. EXCELLENT. THE MOTION WAS MADE AND SECONDED. CLERK HART, PLEASE CALL THE ROLL FOR THE VOTE. COMMISSIONERS, PLEASE SAY AYE OR NAYS WHEN YOUR NAME IS CALLED. THANK YOU. BEGINNING WITH COMMISSIONER CALKINS. AYE. THANK YOU. COMMISSIONER FELLEMAN. AYE. THANK YOU. COMMISSIONER HASEGAWA. AYE. THANK YOU. COMMISSIONER MOHAMMED. AYE. THANK YOU. AND COMMISSIONER CHO. AYE. THANK YOU. FIVE AYES AND ZERO NAYS FOR THIS ITEM. EXCELLENT. THE MOTION PASSES. THANK YOU VERY MUCH, TEAM. THANK YOU. ALL RIGHT, WE ARE NOW MOVING TO ITEM ELEVEN PRESENTATIONS AND STAFF REPORTS. CLERK HART, PLEASE READ THE NEXT ITEM INTO THE RECORD. EXECUTIVE DIRECTOR METRUCK, PLEASE WILL THEN INTRODUCE ITEM THANK YOU. THIS IS AGENDA ITEM ELEVEN A. THE FEDERAL LEGISLATIVE AGENDA FOR 2023. COMMISSIONERS, THIS IS YOUR FIRST OPPORTUNITY TO PROVIDE COMMENTS ON OUR PROPOSED 2023 FEDERAL PRIORITIES. WHILE A DIVIDED CONGRESS WILL INCREASE THE CHALLENGES OF PASSING MAJOR LEGISLATION IN WASHINGTON, THE PORT STILL HAS SIGNIFICANT POTENTIAL FOR PROGRESS ON OUR KEY GOALS THROUGH GRANTS, THROUGH

PARTNERSHIPS WITH FEDERAL AGENCIES, AND THROUGH ADMINISTRATIVE RULEMAKINGS. WE ARE ALSO PLEASED TO HAVE STRONG RELATIONSHIPS WITH OUR CONGRESSIONAL DELEGATION WHO HAVE SHOWN THEIR DEEP COMMITMENT TO WORKING WITH THE PORT ON OUR PRIORITIES. I LOOK FORWARD TO WORKING CLOSELY WITH YOU AND TO ADVANCE OUR FEDERAL AGENDA THROUGHOUT THE YEAR AHEAD. AND OUR PRESENTER IS ERIC SCHINFIELD, THE SENIOR MANAGER OF FEDERAL AND INTERNATIONAL GOVERNMENT RELATIONS AND ALSO THE ACTING CHIEF OF STAFF. ERIC. ALL RIGHT, THANK YOU VERY MUCH. EXECUTIVE DIRECTOR, METRUCK COMMISSIONERS. GOOD AFTERNOON. GREAT TO SEE YOU. GREAT TO BE HERE WITH YOU TODAY AGAIN, TALKING ABOUT THE DRAFT FEDERAL AGENDA FOR 2023. AND NEXT SLIDE, PLEASE. JUST TO GIVE YOU A LITTLE BIT OF A PREVIEW OF WHAT WE'RE GOING TO DO TODAY, WE'RE GOING TO TALK ABOUT WHAT WE ACHIEVED IN 2022, LOOK FORWARD TO THE POLITICAL ENVIRONMENT OF 2023, AND THEN TALK IN SOME LEVEL OF DETAIL ABOUT OUR DRAFT POLICY PRIORITIES. AS YOU CAN SEE THERE, WE THINK ABOUT THEM IN FOUR DIFFERENT BUCKETS, AND WE'LL GO INTO MORE DETAILS LATER. OF COURSE, WE'LL ACCEPT YOUR FEEDBACK AND LOOK TOWARDS COMMISSION APPROVAL LATER IN THE MONTH. NEXT SLIDE. SO WE ALWAYS START THIS PRESENTATION EVERY YEAR WITH OUR SUCCESSES, NOT ONLY BECAUSE IT IS THE PERFORMANCE REVIEW SEASON, AND I WANT MY BOSSES TO SEE THIS SLIDE, THE PREVIOUS SLIDE. SORRY ABOUT THAT, BUT YES, ABSOLUTELY. YOU STEPPED ON MY JOKE, MICHELLE. REALLY, VERY DISAPPOINTING. I PRACTICED SO HARD. I HAVE NO CONTROLLER. GIVE ME A MOMENT. YES, THIS IS THE SORT OF THE GUY WITH A GIANT HOOK TRYING TO PULL YOU OFF STAGE. I JUST STARTED AND ALREADY WE'RE ON MY LAST SLIDE. SO THANK YOU, COMMISSIONERS, FOR YOUR TIME TODAY. IT WAS GREAT TO BE WITH YOU. I APPRECIATE YOUR SUPPORT FOR THE FEDERAL COMMITTEE. GIVE ME A MINUTE. ABSOLUTELY. WELL, BECAUSE YOU HAVE READ IN GREAT DETAIL THE MEMO, YOU YOU PROBABLY ALREADY KNOW EVERYTHING I'M GOING TO SAY. ANYWAY, THIS WAS REALLY JUST VAMPING TO GET COMMISSIONER CALKINS BACK. SO I'LL START AGAIN AND WE'LL WORK FROM THERE. HE HASN'T HEARD YOUR JOKE, SO IT'LL BE FANTASTIC. EXACTLY. WHAT DO YOU THINK ABOUT PAGE SEVEN, ITEM 24, 2022 SUCCESSES? WE ALWAYS LIKE TO START WITH THE 2022 SUCCESSES, NOT ONLY BECAUSE IT'S PERFORMANCE REVIEW

SEASON AND I WANT TO MAKE SURE THAT MY BOSSES ARE LOOKING AT THIS, BUT ALSO REALLY TO EMPHASIZE THE INCREDIBLE SUPPORT THAT WE'VE HAD OVER THE LAST YEAR, NOT ONLY FROM THE BIDEN ADMINISTRATION, BUT SPECIFICALLY FROM THE WASHINGTON CONGRESSIONAL DELEGATION. THE SUPPORT THAT WE HAVE FROM OUR MEMBERS OF CONGRESS FOR THE WORK OF THE PORT LEANING IN TO HELPING US ACHIEVE OUR GOALS IS REALLY SPECTACULAR. AND NONE OF WHAT'S ON THIS LIST RIGHT HERE REALLY WOULD BE POSSIBLE WITHOUT THEIR SUPPORT. LITERALLY. THEY WROTE MANY OF THE BILLS THAT WE HAVE ASKED FOR AND WERE ABLE TO PASS THIS YEAR. OBVIOUSLY, WE'RE IN A TIME OF HISTORIC FEDERAL GRANT REVENUE AVAILABILITY. THERE HAS NEVER BEEN MORE MONEY AVAILABLE, NOT ONLY GENERALLY FOR INFRASTRUCTURE AND DECARBONIZATION, BUT SPECIFICALLY FOR PORTS. PASSAGE OF THE INFLATION REDUCTION ACT, BILLIONS OF DOLLARS FOR AVIATION AND MARITIME DECARBONIZATION, THE CONTINUED IMPLEMENTATION OF THE BIPARTISAN INFRASTRUCTURE LAW. ALREADY, SEATTLE TACOMA INTERNATIONAL AIRPORT HAS RECEIVED \$100 MILLION FROM THE BIPARTISAN INFRASTRUCTURE LAW. SO GREAT SUCCESS THERE AND CONGRATULATIONS TO EVERYONE INVOLVED IN THAT. AND THEN AT THE END OF THE YEAR, WE WERE ABLE TO ACTUALLY GET FOUR MAJOR BILLS PASSED. THE NATIONAL DEFENSE AUTHORIZATION ACT, THE WATER RESOURCES DEVELOPMENT ACT MARAD REAUTHORIZATION, AND THE COAST GUARD REAUTHORIZATION, ALL OF WHICH, AS YOU CAN SEE THERE HAD SIGNIFICANT WINS FOR THE PORTS. YOU PROBABLY READ THE PRESS RELEASE THAT WE PUT OUT ABOUT THIS. I WANT TO CALL IT IN PARTICULAR THE WORK THAT WE DID WITH REPRESENTATIVE SMITH, WHO AT THE TIME WAS THE CHAIR OF THE HOUSE ARMED SERVICES COMMITTEE TO PUT INTO THE NATIONAL DEFENSE AUTHORIZATION ACT A NEW PILOT PROGRAM REQUIRING THE US DEPARTMENT OF DEFENSE TO PICK AT LEAST TWO MILITARY BASES TO PLAN FOR USE OF SUSTAINABLE AVIATION FUELS BY 2028. AT LEAST ONE OF THOSE BASES NEEDS TO BE NEAR A LARGE COMMERCIAL AIRPORT THAT IS ALSO PURSUING SUSTAINABLE AVIATION FUELS BY 2028. WE ARE HOPEFUL, WORKING WITH REPRESENTATIVE SMITH AND OTHERS, THAT THAT WILL BE JOINT BASE LEWIS MCCORD AND OF COURSE, THE REASON FOR THAT IS TO REALLY BUILD OUT THE REGIONAL SAF ECOSYSTEM AND SEND THAT STRONG COORDINATED DEMAND SIGNAL TO THE PRIVATE SECTOR TO ATTRACT INVESTMENT AND MAKE SURE THAT WE CAN HAVE THOSE FUELS HERE IN OUR REGION. AND THEN FINALLY, I WANT TO CALL OUT THIS IS NOT

JUST ABOUT FUNDING AND BILLS BEING PASSED, BUT ALSO ABOUT PARTNERSHIPS WITH FEDERAL AGENCIES. SEVERAL OF YOU WERE ABLE TO GO TO COP 27 IN SHARMA SHAF, EGYPT THIS YEAR BECAUSE THE STATE DEPARTMENT GAVE US PASSES TO GO AND WANTED TO GIVE US PASSES BECAUSE THEY BELIEVE IN OUR WORK AND ARE EXCITED ABOUT OUR WORK ON GREEN CORRIDORS. AND WE REALLY LOOK FORWARD TO CONTINUING THOSE PARTNERSHIPS NOT ONLY WITH THE STATE DEPARTMENT, BUT DOT DOE, SORRY, DEPARTMENT OF TRANSPORTATION, DEPARTMENT OF ENERGY, DEPARTMENT OF DEFENSE. REALLY GREAT OPPORTUNITIES TO WORK WITH THEM TO ADVANCE BOTH OUR ALASKA CRUISE GREEN CORRIDOR AND ALSO THE BUSAN SHIPPING GREEN CORRIDOR WITH THE NORTHWEST SEAPORT ALLIANCE. NEXT SLIDE. SO OBVIOUSLY YOU ARE WELL AWARE THAT WE HAVE A DIVIDED GOVERNMENT IN DC THIS YEAR. REPUBLICAN CONTROLLED HOUSE OF REPRESENTATIVES, DEMOCRATIC CONTROLLED SENATE AND WHITE HOUSE. AND ANYONE WHO PAID ATTENTION TO THE SPEAKER OF THE HOUSE DRAMA LAST WEEK KNOWS THAT IT IS GOING TO BE INCREDIBLY CHALLENGING TO PASS BILLS OUT OF CONGRESS THIS YEAR. AND I WANT TO SAY, OBVIOUSLY, WE'RE NOT GOING TO GIVE UP. WE STILL BELIEVE THERE ARE OPPORTUNITIES TO PASS LEGISLATION THIS YEAR. BUT YOU WILL HEAR AND SEE THAT A LARGE MAJORITY OF OUR GOALS FOR 2023 ARE REALLY ON THE EXECUTIVE SIDE, APPLYING FOR GRANT FUNDING, EXECUTIVE RULEMAKING, PARTNERSHIPS WITH FEDERAL AGENCIES. LIKE I JUST MENTIONED, WE CAN ACHIEVE A SIGNIFICANT AMOUNT OF OUR GOALS AND MISSION AND VISION WITHOUT ANY BILLS BEING PASSED BY CONGRESS. SO WE'RE REALLY EXCITED ABOUT MOVING FORWARD. WE'RE NOT GOING TO JUST WAVE THE WHITE FLAG AND SAY, DON'T DO ANY FEDERAL WORK THIS YEAR, LOTS OF OPPORTUNITIES THERE ON THE LEGISLATIVE SIDE, IF THERE IS AN APPROPRIATIONS BILL, MAYBE THERE WILL, MAYBE THERE WON'T BE LOTS OF OPPORTUNITIES THERE THROUGH BOTH THE EARMARK PROCESS AND OTHER PROGRAMMATIC SPENDING TO SUPPORT OUR WORK. BUT ALSO THIS YEAR, BOTH THE FAA AND THE FARM BILL ARE REQUIRED TO HAVE THEIR REAUTHORIZATION. NOW, WHETHER THAT HAPPENS OR NOT IS STILL AN OPEN QUESTION, BUT THESE ARE TWO MAJOR BILLS THAT IN THEORY NEED TO BE PASSED AND HAVE A HUGE IMPACT ON OUR FACILITIES AND ON OUR OPERATIONS. FAA BILL, OBVIOUSLY, BOTH BECAUSE OF OPERATIONS AND SUSTAINABLE AVIATION FUELS. BUT I THINK YOU ALSO KNOW THAT THE FARM BILL THE US. DEPARTMENT OF AGRICULTURE, HAS A HUGE

ROLE IN SAF NOT ONLY ON THE FEEDSTOCK SIDE, BUT ALSO IN TERMS OF THEIR LOANS AND LOAN GUARANTEES FOR BIOREFINERIES AND THINGS LIKE THAT. SO LOTS OF OPPORTUNITIES. IF THERE ARE BILLS PASSED, WE'LL CONTINUE TO WORK ON THOSE BILLS. EVEN IF THE BILLS ARE NOT PASSED, WE CAN STILL WORK TO GET BILLS INTRODUCED AND GET TEXT INTO BASE BILLS THAT WILL HELP US IN THE LONG RUN. SO WE'RE GOING TO CONTINUE TO WORK ON THAT. AND THEN, LIKE I SAID, AGAIN, PLENTY OF OPPORTUNITIES ON THE EXECUTIVE SIDE, GRANTS AND PARTNERSHIPS AND RULEMAKING TO MAKE PROGRESS. AND I WANT TO SAY AGAIN THAT THE SUPPORT OF THE BIDEN ADMINISTRATION, THE SUPPORT OF OUR CONGRESSIONAL DELEGATION IS REALLY KEY TO THAT, AND WE FEEL REALLY EXCITED ABOUT THAT. I WANT TO THANK THE COMMISSION FOR APPROVING IN THE 2023 BUDGET FOR THE PORT MONEY TO HIRE A CONTRACT GRANT WRITER. WE KNOW WE'RE GOING TO NEED THAT, AND WE'RE LOOKING FORWARD TO IMPLEMENTING THAT AS QUICKLY AS POSSIBLE. AND THEN FINALLY ON THIS SLIDE, ONE LAST THANK YOU TO THE WASHINGTON CONGRESSIONAL DELEGATION. THIS IS PROBABLY, AT LEAST IN THE LAST 50 YEARS, THE MOST POWERFUL AND WELL POSITIONED WASHINGTON CONGRESSIONAL DELEGATION EVER. TOO BAD THERE WON'T BE A LOT OF BILLS PASSED. BUT EVEN WITHOUT THAT, THEY CAN HELP US IMPACT AGENCY WORK, IMPACT THE ADMINISTRATION'S WORK. SO YOU CAN SEE HERE, CHAIR OF THE APPROPRIATIONS COMMITTEE IN THE SENATE, CHAIR OF THE SENATE COMMERCE COMMITTEE, RANKING MEMBER ON HOUSE TNI, ON HOUSE ARMED SERVICES. I SHOULD HAVE CALLED OUT HERE AS WELL. REPRESENTATIVE JAYAPAL IS THE CHAIR OF THE PROGRESSIVE CAUCUS. SO WE'RE JUST REALLY WELL POSITIONED TO WORK WITH OUR DELEGATION AND AGAIN, SO GRATEFUL THAT THEY REALLY CARE AND ARE PASSIONATE ABOUT THE WORK OF THE PORT. NEXT SLIDE. SO WE HAVE 50 DIFFERENT PRIORITIES IN THIS LIST. AND AS STEVE METRUCK WOULD SAY, IF YOU HAVE 50 PRIORITIES, YOU HAVE NO PRIORITIES. BUT I REALLY DO BELIEVE THAT IT'S IMPORTANT TO SHOW YOU THIS LAUNDRY LIST, BECAUSE THIS LAUNDRY LIST OF 50 PRIORITIES REALLY SPEAKS TO THE DEPTH AND BREADTH OF SCOPE OF WHAT WE CARE ABOUT IS THE PORTS. OBVIOUSLY, WE CARE ABOUT OPERATIONS AND INFRASTRUCTURE. NOW WE'RE REALLY CLEAR WE CARE ABOUT SUSTAINABILITY AND COMMUNITY AND EQUITY, BUT WE NEED TO BE SHOWING UP IN ALL THESE AREAS, NOT ONLY THE TRADITIONAL AREAS, BUT THE UNEXPECTED AREAS TO REALLY BE IMPACTFUL AND REALLY HAVE A

VOICE AT THE NATIONAL LEVEL TO IMPACT THESE POLICIES. SO WE DO HAVE THESE 50. NOW, IF YOU SAID TO ME, ERIC, OF THOSE 50, WHAT ARE YOUR TOP TEN? I WOULD SAY, COMMISSIONERS, I ALREADY WROTE THIS SLIDE, AND HERE ARE OUR TOP TEN. HERE'S HOW WE THINK ABOUT PRIORITIZING OUR 50 PRIORITIES. AND YOU'LL SEE HERE AGAIN, THESE ARE OUR FOUR CATEGORIES THAT WE THINK ABOUT INFRASTRUCTURE AND TRANSPORTATION, OBVIOUSLY A LOT ON FEDERAL FUNDING FOR OUR INFRASTRUCTURE PROJECTS, BUT ALSO FEDERAL STAFFING, CBP, TSA, FAA, ET CETERA. AND ADDRESSING REGULATORY ISSUES LIKE, FOR EXAMPLE, ENVIRONMENTAL REVIEWS OF OUR MAJOR PROJECTS AND FACILITIES. ON THE DECARBONIZATION AND SUSTAINABILITY SIDE, AGAIN, GRANTS AND PARTNERSHIPS. GREEN CORIDER WE TALKED ABOUT I WANT TO OBVIOUSLY CALL OUT PFAS AND THE TRANSITION FROM PFAS CONTAINING FIREFIGHTING FOAMS. CHIEF KRAUSE AND OUR ENVIRONMENTAL STAFF HAVE DONE AN AMAZING JOB POSITIONING US TO BE SUCCESSFUL HERE, BUT THERE'S STILL A LOT OF WORK AT THE FEDERAL GOVERNMENT RELATIONS LEVEL IN TERMS OF NOT ONLY APPROVING THESE PFAS ALTERNATIVES, BUT ALSO IMPLEMENTING THE REGULATORY PROCESS. AND WE'RE REALLY HOPING THIS YEAR IN THE FA REAUTHORIZATION BILL TO PUT INTO PLACE WHAT WE CALL A NATIONAL TRANSITION PLAN THAT WOULD REALLY SET A STRATEGY FOR EFFICIENTLY ROLLING OUT AND ALLOCATING THESE NEW FOAMS AS THEY COME ONLINE. OTHER REGULATORY ISSUES. WE JUST HAD SOME GREAT SUCCESS AT THE END OF THIS PAST YEAR WORKING WITH THE ARMY CORPS AND NOT ONLY HELP THEM DO THEIR WORK, BUT ALSO ALLOW US TO SUPPORT THEM IN DOING THEIR WORK AND OF COURSE, OUR WORK IN PROVIDING FUNDING AND OTHER PARTNERSHIPS AROUND SOUTHERN RESIDENT KILLER WHALES, PARTICULARLY AROUND UNDERWATER NOISE. ON THE COMMUNITY AND EQUITY SIDE, WE'LL TALK IN JUST ONE SLIDE ABOUT OUR REALLY IMPORTANT WORK ON AIRCRAFT NOISE AND EMISSIONS AND ALSO OUR OTHER WORK ON EQUITY. I THINK IMMIGRATION IS A GREAT EXAMPLE OF THAT. WE TALKED AT GREAT LENGTH EARLIER ABOUT HUMAN TRAFFICKING AND THE PARTNERSHIP WE NOW HAVE WITH USDOT, THE SPEECH AND THE REMARKS THAT COMMISSIONER CHO WILL GIVE BOTH THE DOT AND DEPARTMENT OF HOMELAND SECURITY IN A FEW WEEKS. SO LOTS OF OPPORTUNITIES THERE TO AGAIN CONTINUE TO MOVE FORWARD AND HIGHLIGHT OUR LEADERSHIP THERE. AND WE'LL ALSO TALK ABOUT WAYS WE CAN GET ADDITIONAL FEDERAL FUNDING AND PARTNERSHIPS FOR ECONOMIC DEVELOPMENT, TOURISM PROMOTION,

WORKFORCE DEVELOPMENT PROGRAMS. NEXT SLIDE, PLEASE. SO, AGAIN, I'M NOT GOING TO TAKE A LOT OF TIME HERE TO GO THROUGH ALL 50 OF THE PRIORITIES, ALTHOUGH I WOULD BE HAPPY TO DO SO IF YOU WANT ME TO. I'LL JUST CALL OUT A COUPLE OF THINGS ON EACH OF THESE SLIDES. ON THIS SLIDE ON INFRASTRUCTURE AND TRANSPORTATION, THE THINGS THAT I DIDN'T MENTION EARLIER ARE GRANT FUNDING FOR HIGH SPEED RAIL AND GRANT FUNDING FOR ELECTRIC VEHICLE INFRASTRUCTURE. THERE ARE GOING TO BE THIS YEAR A NUMBER OF MAJOR GRANT OPPORTUNITIES TO APPLY. ON THE HIGH SPEED RAIL, IT WILL BE A STATE APPLICATION THAT WE'LL BE A SUPPORTIVE PARTNER ON. ON THE ELECTRIC VEHICLE INFRASTRUCTURE SIDE, WE WILL BE APPLYING DIRECTLY AND WITH SOME PARTNERS BOTH FOR OUR AVIATION AND MARITIME FACILITIES. SO REALLY LOOKING FORWARD TO PURSUING FUNDING THAT WILL REALLY HELP US MOVE FORWARD ON OUR PRIORITIES ON THAT FRONT. NEXT SLIDE. ON THE DECARBONIZATION AND SUSTAINABILITY SIDE, AGAIN, WE TALKED ABOUT GRANT FUNDING AND PARTNERSHIPS. EXECUTIVE DIRECTOR METRUCK MENTIONED THE APPLICATION FOR THE HYDROGEN FUNDING THAT WE'RE GOING TO BE REALLY DEEPLY INVOLVED IN. AND THE OTHER TWO THINGS I WILL SAY ON THIS SLIDE ARE THE WORDS OFFSHORE WIND AND KELP CONTINUE TO BE PART OF OUR FEDERAL PRIORITIES AND WANT TO MAKE SURE THAT THAT'S HIGHLIGHTED AS WELL. NEXT SLIDE. SO I MENTIONED EARLIER THAT I WANT TO TALK ABOUT OUR AIRCRAFT NOISE AND EMISSIONS POLICIES. AND WE'VE DONE SO MUCH WORK OVER THE LAST FEW YEARS THROUGH THE START COMMITTEE AND THE START FEDERAL POLICY WORKING GROUP TO IDENTIFY WITH OUR SIX AIRPORT CITIES WHAT ARE OUR SHARED PRIORITIES AS IT RELATES TO AIRCRAFT NOISE AND EMISSIONS. AND WE'VE BEEN ABLE TO COME UP WITH A REALLY STRONG LIST OF WHAT THOSE POLICIES ARE. THE WAY TO ACHIEVE THESE POLICIES IS TO PASS THEM THROUGH THE FAA REAUTHORIZATION BILL THIS YEAR. AND SO ONE OF THE THINGS THAT WE'RE PLANNING ON DOING THIS YEAR IS DOING A DC FLY IN WITH THE PORT AND THE SIX CITIES TOGETHER, SHOULDER TO SHOULDER, GOING TO DC, TALKING TO OUR CONGRESSIONAL DELEGATION AND OTHERS ABOUT WHY WE BELIEVE THESE PRIORITIES ARE IMPORTANT AND IMPACTFUL AND WHY THEY SHOULD BE IN THE FA REAUTHORIZATION BILL. WE'RE LOOKING AROUND AN APRIL TIME FRAME FOR THAT AND REALLY EXCITED TO SHARE MORE INFORMATION AS THAT PLAN DEVELOPS AND INVOLVE YOU ALL IN THAT PROCESS. WANT TO CALL OUT JUST FOUR THINGS THAT ARE ON

THIS LIST JUST TO MAKE SURE THAT THEY'RE NOTED. THE FIRST THREE ON THAT LIST ARE BILLS THAT WE'VE WORKED IN PARTNERSHIP WITH REPRESENTATIVE SMITH TO DEVELOP AND INTRODUCE. THE FIRST ONE HAS TO DO WITH LOOKING AT ULTRAFINE PARTICULATES AND A FEDERAL STUDY TO UNDERSTAND HOW THE FEDERAL GOVERNMENT CAN BETTER ADDRESS ULTRAFINE PARTICULATES COMING FROM AIRCRAFT. THE SECOND IS A BILL THAT WOULD ALLOW FOR FUNDING FOR SECONDARY NOISE INSULATION FOR NOISE PACKAGES THAT HAVE, QUOTE UNQUOTE, FAILED, AND WE CAN TALK ABOUT WHAT THAT MEANS. AND THE THIRD BILL FROM REPRESENTATIVE SMITH ACTUALLY WOULD BRING THE EPA BACK INTO THE MIX FOR ADDRESSING AIRCRAFT NOISE AND EMISSIONS ISSUES, WHICH THEY USED TO A LONG TIME AGO AND WE THINK IS REALLY APPROPRIATE. AND THEN FINALLY, NUMBER FOUR, WE'VE TALKED AT GREAT LENGTH THAT WE BELIEVE THAT IT IS WELL PAST TIME FOR THE FA TO SET A PROCESS AND A DEADLINE FOR REVIEW AND ACTION OF THE CURRENT 65 DNL NOISE CONTOUR METRIC, AND WE'VE PUT THAT ONTO OUR PRIORITY LIST AS WELL. WE HAVE A MORE DETAILED LETTER THAT WE SENT AT THE END OF THE END OF LAST YEAR, SIGNED BY THE PORT AND THE SIX CITIES, DETAILING THESE PRIORITIES IN GREATER DETAIL. HAPPY TO SHARE THAT WITH YOU. YOU HAVEN'T SEEN IT ALREADY. AND AGAIN, THIS IS WHAT WE'LL BRING TO DC IN APRIL OR MAY TO SHARE WITH OUR DELEGATION TO ASK FOR THEIR SUPPORT FOR INCLUDING THIS IN THE FAA REAUTHORIZATION BILL. NEXT SLIDE. SO, LAST GROUP HERE AGAIN, TRADE, ECONOMIC DEVELOPMENT AND WORKFORCE DEVELOPMENT. AGAIN, THESE ARE ALL AREAS WHERE WE THINK WE CAN MAKE SIGNIFICANT PROGRESS WITHOUT ANY LEGISLATIVE WORK WHATSOEVER. GRANT FUNDING, WORK BY USTR TO NEGOTIATE AND REEVALUATE TARIFFS, CERTAINLY WORKING WITH USDOT AND OTHERS TO CREATE BETTER WORKING CONDITIONS FOR DRAYAGE DRIVERS, SUPPORTING THE NORTH PACIFIC FISHING FLEET, PROMOTING TOURISM. AND SO WE COULD GO INTO MUCH GREATER DETAIL THERE IF YOU WANT TO AND IF YOU HAVE QUESTIONS ABOUT THAT. SO THESE ARE OUR PRIORITIES. LAST SLIDE HERE. LET ME JUST SAY, IN CONCLUSION, OBVIOUSLY WE ARE LOOKING FORWARD TO GETTING ANY FEEDBACK YOU HAVE BETWEEN NOW AND THE NEXT MEETING. WE ARE HOPING THAT YOU WILL APPROVE THIS AT THE NEXT MEETING BECAUSE THE TIMING WORKS OUT PERFECTLY. COMMISSIONER CHO WILL BE IN DC RIGHT AFTER THAT MEETING. GREAT OPPORTUNITY FOR HIM TO BE FRESH OFF THE PRESSES, MEET WITH OUR CONGRESSIONAL DELEGATION, SHARE WHAT OUR PRIORITIES ARE, AND THEN OBVIOUSLY GET THEIR

SUPPORT FOR THEM. AND THEN JUST A COUPLE OF EXAMPLES HERE WHERE THE REAL WORK WILL BE. WORKING WITH ALL FIVE OF YOU AND EXECUTIVE DIRECTOR METRUCK GOING TO DC, GOING TO OTHER FORUMS BOTH DOMESTICALLY AND INTERNATIONALLY TO ADVOCATE FOR THESE PRIORITIES, TO FIND WAYS TO MOVE THESE PRIORITIES FORWARD. LISTING JUST A FEW HERE. IN MARCH, ALL THREE OF OUR INDUSTRY ASSOCIATIONS HAVE THEIR DC FLY. IN APRIL, WE'RE LOOKING AT THE PORT, CITIES, AIRPORT CITIES, NOISE AND EMISSIONS, FLY IN. AWB HAS A FLY IN DC. AND WE'LL TALK MORE ON THURSDAY AT YOUR RETREAT. WE HAVE A WHOLE LIST OF DOMESTIC AND INTERNATIONAL OPPORTUNITIES FOR YOU TO ENGAGE IN FEDERAL AND INTERNATIONAL POLICY ADVOCACY TO HELP SUPPORT THESE POLICY PRIORITIES. SO I WILL STOP TALKING THERE. THANK YOU SO MUCH FOR THE TIME AND, OF COURSE, HAPPY TO ANSWER ANY QUESTIONS OR TAKE ANY SUGGESTIONS FOR THE FEDERAL AGENDA. EXCELLENT. THANK YOU SO MUCH, ERIC. I'LL OPEN UP COMMENTS AND QUESTIONS FROM COMMISSIONERS AT THIS TIME.

COMMISSIONER CALKINS. GO AHEAD. THANKS. A COUPLE OF COMMENTS. FIRST, I WANT TO SAY THAT AS I LOOK BACK ON 2022, A COUPLE OF THE HIGHLIGHTS OF THE YEAR FOR ME WERE YOUR DEPARTMENT GETTING TO TRAVEL WITH YOU TO DC FOR ONE OF THESE FLY INS. AND I SAY THAT IN ALL SERIOUSNESS, IT WAS AN EXTRAORDINARILY WELL PUT TOGETHER TRIP. WE WERE FROM END TO END FILLED WITH GREAT MEETINGS WITH CONGRESSIONAL DELEGATIONS AND A SURPRISE MEETING WITH VERONICA. IT WAS GREAT TO SEE HER AGAIN. I ALSO WANT TO MENTION HOW IMPORTANT THE RELATIONSHIP BETWEEN YOU AND RYAN MCFARLAND HAS BEEN IN ACHIEVING SO MANY OF THESE MARITIME RELATED GOALS. RYAN BEING OF THE NORTHWEST SEAPORT ALLIANCE AND BEING ABLE TO WORK HAND IN GLOVE ON ISSUES THAT MATTER TO BOTH THE PORT AND TO THE NORTHWEST SEAPORT ALLIANCE. A COUPLE OF COMMENTS AS WE DELIBERATE ON THIS DOCUMENT. THE FIRST, WHEN I REFLECT ON WHAT WE'RE TRYING TO DO AS A COMMISSIONER AND AT THE EXECUTIVE LEADERSHIP LEVEL, WE'RE REALLY TRYING TO THINK ABOUT HOW DO WE GROW THE ECONOMY AROUND HERE? AND THAT SEEMS AUDACIOUS, BUT THAT'S REALLY WHAT THE PORT IS FOR. SEATTLE IS WHAT IT IS BECAUSE PEOPLE USED IT AS A HARBOR TO MOVE GOODS AND PEOPLE. AND THAT CONTINUES TO BE OUR DRIVING MISSION, IS HOW DO WE GROW THE ECONOMY? AND WE WANT TO DO SO IN AN EQUITABLE AND SUSTAINABLE WAY. BUT STEPPING BACK AND THINKING ABOUT WHERE ARE OPPORTUNITIES FOR GROWTH

IN OUR ECONOMY. WE ARE THE VOICE FOR FOREIGN TRADE IN OUR REGION. AND IN THE 1960S, THE PORT OF SEATTLE PLAYED A LEADERSHIP ROLE IN DEVELOPING A TRADE RELATIONSHIP WITH CHINA. WE NOW HAVE AN OPPORTUNITY, I THINK, TO TO DEEPEN AND EXPAND THE TRADE RELATIONSHIP WITH INDIA, AND I THINK IT'S PARTICULARLY GERMANE THIS YEAR AND IN 2023, AS INDIA WILL SURPASS CHINA AS THE WORLD'S MOST POPULOUS COUNTRY. WE ALREADY HAVE A GREAT LOCAL COMMUNITY CONNECTED TO SOUTH ASIA, AND IT IS THE WORLD'S LARGEST DEMOCRACY. AND SO THERE IS AN OPPORTUNITY TO DIVERSIFY OUR TRADE PARTNERSHIPS WITH A COUNTRY THAT IS EMERGING AS A GLOBAL POWERHOUSE ECONOMICALLY. AND SO I DON'T KNOW THAT IT NECESSARILY NEEDS TO BE CALLED OUT, BUT I DO THINK HOW WE ARE TALKING WITH OUR CONGRESSIONAL DELEGATION ABOUT TRADE OPPORTUNITIES. THE LIFEblood OF THE WASHINGTON ECONOMY IS REALLY IMPORTANT. AND SO I THINK WE NEED TO BE SHARING WITH THEM HOW CRITICAL WE THINK THAT OPPORTUNITY WITH SOUTH ASIA IS. AND THEN, AS YOU SUSPECT, I DO WANT TO TALK ABOUT OFFSHORE WIND. IT IS LISTED HERE APPROPRIATELY UNDER THE ENVIRONMENT SLIDE. BUT THE DEEPER I GET INTO THIS, THE MORE I REALIZE IT'S REALLY ECONOMIC DEVELOPMENT AND TRADE AS WELL. THE DEVELOPMENT OF PACIFIC OFFSHORE WIND, AND NOT JUST ON THE WEST COAST OF THE UNITED STATES, BUT IN EAST ASIA IN PARTICULAR. KOREA, JAPAN AND CHINA HAVE ALL SET AMBITIOUS GOALS FOR FLOATING OFFSHORE WIND. THE VERY TECHNOLOGY THAT WE WILL USE ON THE WEST COAST OF THE UNITED STATES MEANS THAT THERE'S AN OPPORTUNITY FOR TWO WAY TRADE WHERE EACH PARTNER WILL BE PRODUCING THE THING THAT IS BEST SUITED FOR THEIR ECONOMY. WHETHER THAT'S OUR ADVANTAGE IN WASHINGTON STATE IN AEROSPACE AND ADVANCED MANUFACTURING MAY BE THAT WE CAN SUPPORT JAPAN AND KOREA'S AUDACIOUS GOALS FOR OFFSHORE WIND DEVELOPMENT IN THEIR OWN WATERS. AND AGAIN, THAT IS A FEDERAL POLICY THAT WE NEED TO BE THINKING ABOUT IS HOW ARE WE ENCOURAGING TRADE AROUND THIS EMERGING INDUSTRY THAT THE BIDEN ADMINISTRATION THINKS WILL BY 2035 REPRESENT \$110,000,000,000 IN ECONOMIC ACTIVITY IN THE UNITED STATES. IT'S ESPECIALLY PERTINENT. BECAUSE WE JUST SAW LAST MONTH THE AUCTION OF FIVE CALL AREAS IN CALIFORNIA FOR A TOTAL OF \$757,000,000, AT LEAST 20% OF WHICH CAN GO BACK INTO LOCAL CONTENT, INCLUDING DEVELOPING WORKFORCE IN WASHINGTON STATE, MANUFACTURING FACILITIES IN WASHINGTON STATE, PORTS

AND LOGISTICS FACILITIES IN WASHINGTON STATE SPECIFICALLY TO SUPPORT CALIFORNIA. IF WE NEVER HAVE A TURBINE OFF THE COAST OF WASHINGTON, WHICH IS YET TO BE DETERMINED, WE ARE IN A GREAT POSITION TO SUPPORT THE DEVELOPMENT OF THAT INDUSTRY. AND SO I THINK WE NEED TO BE THINKING ABOUT THIS YEAR, HOW ARE WE TALKING TO OUR CONGRESSIONAL DELEGATION ABOUT WHAT WASHINGTON STATE CAN DO TO DEVELOP THE SUPPLY CHAIN TO SUPPORT OFFSHORE WIND IN CALIFORNIA AND OREGON. AND WITH THAT, I WILL SEE THE FLOOR. GREAT. THANK YOU, COMMISSIONER CALKINS. ANYONE ELSE QUESTIONS OR COMMENTS? OKAY. ALL RIGHT, WE'LL START OUT FROM THE LEFT AND GO RIGHT. COMMISSIONER MOHAMED. GO AHEAD. I AM LEFT HANDED. ERIC, I ALWAYS APPRECIATE YOUR PRESENTATIONS AND I GUESS A LOT OF JUST GREAT INFORMATION THAT IS IN HERE. ONE OF THE THINGS THAT I HEARD YOU SAY LOUD AND CLEAR IS THAT THERE'S NOT LEGISLATION THAT'S GOING TO BE PASSING THIS YEAR, BUT THAT THERE IS A LOT OF OPPORTUNITY FOR US TO FOCUS ON APPLYING FOR FEDERAL GRANTS AND SECURING THOSE GRANTS. AND I'M GLAD THAT YOU ARE GOING TO HAVE AN ADDITIONAL PERSON TO SUPPORT THOSE EFFORTS. I ALSO SEE IN THE TOP PRIORITY PRIORITIES. SLIDE FIVE INCLUDES COMMUNITY AND EQUITY AND CALLS OUT AIRCRAFT, NOISE AND EMISSIONS, BUT NOT MAYBE SPECIFICALLY SOUND INSTALLATIONS. AND I THINK THAT THAT IS REALLY IMPORTANT. PRIORITIZING THAT OUT OF THE FEDERAL INFRASTRUCTURE BILL, TO ME, THERE WAS A LOT OF EMPHASIS AROUND EQUITY. AND LIKE YOU SAID, THERE'S SO MUCH MONEY COMING TO OUR STATE AROUND INFRASTRUCTURE AND BEING ABLE TO CENTER THE PLACES WHERE WE'RE GROWING THE MOST AROUND THE PEOPLE THAT WILL BE IMPACTED THE MOST HAS TO BE FRONT AND CENTER IN THIS WORK. IT HAS TO HAPPEN AT THE SAME TIME. IT'S THE LEAST THAT WE CAN DO. I KNOW THAT YOU HAD IN HERE THAT CONGRESSMAN ADAM SMITH HAS A BILL FOR THE REPAIR AND REPLACEMENT PROGRAM ACT AND I THINK THAT IS REALLY GREAT. WE'VE HEARD FROM OUR CONSTITUENTS WHO'VE HAD SOUND INSTALLATIONS AND MANY STORIES ON THE IMPORTANCE OF REPAIRING THOSE INSTALLATIONS AND THERE'S SOME WORK BEING DONE AND TALK AROUND THAT. BUT TO ME, THERE'S STILL A REALLY BIG ISSUE HERE THAT WE NEED TO MAKE SURE THAT OUR FEDERAL DELEGATION IS SUPPORTING US AROUND IS A LOT OF THOSE HOMES THAT HAVE NOT GOTTEN INSTALLATED, THE 140 HOME, SINGLE FAMILY HOMES THAT HAVEN'T BEEN INSTALLATED, 900 APARTMENTS THAT HAVEN'T

BEEN INSTALLED IN SOUTH KING COUNTY.
AND IT IS MILLIONS OF DOLLARS THAT WE
NEED TO SECURE TO GET THAT DONE. AND SO
I'M WONDERING HOW WE'RE GOING TO ENSURE
THAT THAT IS FRONT AND CENTER, WHETHER
THAT IS IN APPLYING FOR THOSE GRANTS OR
WORKING WITH OUR DELEGATION AND ENSURING
THAT THEY'RE HELPING US SECURE AS MUCH
DOLLARS AS POSSIBLE.

YEAH, ABSOLUTELY. NO, THANK YOU FOR
THAT. AND I AGREE WITH YOU 100%. IT'S
BEEN SO REWARDING TO WORK THROUGH THE
START COMMITTEE WITH OUR SIX CITIES TO
REALLY, I THINK, SURPRISE A LOT OF FOLKS
AND SAY, ACTUALLY, WE SHARE A LOT OF
THESE PRIORITIES. WE WANT TO GET THIS
WORK DONE. HERE ARE SOME OF THE POLICIES
THAT CAN HELP US GET THIS WORK DONE
BETTER AND GIVE THE FAA MORE TOOLS AND
FLEXIBILITIES AND RESOURCES TO GET THEIR
SIDE OF THE WORK DONE AS WELL. OVER THE
LAST FEW YEARS HAVE BEEN SIGNIFICANT
INCREASES IN APPROPRIATIONS FOR THE PORT
IMPROVEMENT PROGRAM, WHICH IS THE FAA
GRANT PROGRAM THAT FUNDS SOUND
INSULATION, AMONG OTHER INFRASTRUCTURE.
AND WE'VE HAD REALLY POSITIVE
CONVERSATIONS WITH THEM JUST OVER THE
PAST FEW YEARS, GETTING ADDITIONAL
MILLIONS OF DOLLARS TO EXPEDITE SOME OF
THE SOUND INSULATION PROGRAM. RIGHT NOW,
THERE'S SOME SUPPLEMENTAL AIP MONEY OUT
THERE. I WAS JUST TALKING TO OUR AIRPORT
STAFF ABOUT POTENTIALLY WE COULD APPLY
FOR THE HOUSES OF WORSHIP PROGRAM TO GET
THAT KICKED OFF. AND SO I THINK
OUR CONGRESSIONAL DELEGATION,
PARTICULARLY REPRESENTATIVE SMITH,
SENATOR MURRAY, SENATOR CANTWELL,
REPRESENTATIVE JAYAPAL, THEY UNDERSTAND
THIS IS A PRIORITY THEY'RE HEARING FROM
US AND THE REPRESENTATIVES OF- THE
RESIDENTS OF THOSE CITIES. AND I THINK
IT'S EVEN MORE POWERFUL WHEN IT'S NOT
JUST THE RESIDENTS, BUT US STANDING
SHOULDER TO SHOULDER WITH THOSE
RESIDENTS SAYING, THIS IS IMPORTANT. WE
HAVE TO GET THIS DONE. SO I DO BELIEVE
THAT THE MONEY IS OUT THERE. I THINK
WE'RE DOING A REALLY GREAT JOB ALREADY,
BUT WE CAN EVEN DO MORE. AND THAT'S
ABSOLUTELY PART OF OUR GOALS WITH THE
GRANT FUNDING APPLICATIONS AND WITH SOME
OF THESE BILLS THAT WILL INCREASE
FUNDING OPPORTUNITIES FOR US. THANK YOU.
THAT'S REALLY HELPFUL. AND I'M GLAD THAT
YOU'RE CONTINUING TO HAVE THOSE
CONVERSATIONS AND MAKING SURE THAT THAT
IS A CONTINUED PRIORITY. DO YOU IMAGINE
THAT THERE WILL BE HEARINGS ON MAYBE
EVEN SOUND INSTALLATION THROUGH ONE OF
THE COMMITTEES? BILLS ARE NOT BEING
PASSED, BUT ARE THERE OPPORTUNITIES TO

BE ABLE TO BRING THESE ISSUES FRONT AND CENTER? SO I BELIEVE THAT THERE WILL BE AN FAA BILL THAT COMES OUT OF THE HOUSE TRANSPORTATION INFRASTRUCTURE COMMITTEE AND COMES OUT OF THE SENATE COMMERCE COMMITTEE. AND AGAIN, THOSE ARE THE COMMITTEES OF JURISDICTION FOR THE FAA BILL. AND THOSE HAPPEN TO BE COMMITTEES WHERE OUR MEMBERS OF CONGRESS ARE LEADERS. AND SO OUR GOAL IS TO HAVE HEARINGS ON THOSE ISSUES, TO HAVE PART OF THOSE FAA BILLS. THE BASE TEXT INCLUDE SOME OF THESE KEY POLICY PARTIES RELATED TO AIRCRAFT NOISE AND SOUND INSULATION AND AIRCRAFT EMISSIONS. AND I FEEL PRETTY OPTIMISTIC THAT WE CAN MAKE THAT HAPPEN. WHETHER OR NOT THOSE BILLS, ONCE THEY GET OUT OF COMMITTEE, THEN GO ON AND GET PASSED BY THE HOUSE AND THE SENATE AND GET SIGNED BY THE PRESIDENT. THAT'S OBVIOUSLY A BIGGER CHALLENGE, AND THAT DEPENDS ON HOW FUNCTIONAL THE HOUSE IS. AND YOUR GUESS IS AS GOOD AS MINE ON THAT. BUT I DO THINK WE WILL MAKE PROGRESS. AND EVEN THOUGH IT'S NOT EVERYTHING, I THINK MAKING PROGRESS THIS YEAR REALLY, REALLY HELPS US DOWN THE LINE, BECAUSE EVENTUALLY WE WILL HAVE A FUNCTIONAL HOUSE AND EVENTUALLY WE WILL RETURN TO PASSING BILLS. MIGHT TAKE 15 VOTES, 15 OR MORE. I APPRECIATE THAT, AND I'M LOOKING FORWARD TO SUPPORTING THAT AS MUCH AS POSSIBLE. I THINK IT IS REALLY IMPORTANT THAT IF WE'RE TALKING ABOUT GROWING OUR AIRPORT AND SECURING THESE FEDERAL DOLLARS, THAT REALLY SOUND INSTALLATIONS HAS TO BE AT THE CENTER OF THAT. AND SO ANY OPPORTUNITIES, WHETHER IT'S THROUGH HEARINGS IN OTHER WAYS, I THINK WHEN WE ELEVATE THIS ISSUE, EVEN AT THE FEDERAL LEVEL, THERE'S A LOT OF ACTION THAT CAN BE DONE AT THE STATE LEVEL. AND SO WE GOT TO CONTINUE TO PUSH HARDER THERE. THANK YOU. THAT CONCLUDES MY QUESTION. THANK YOU. COMMISSIONER MOHAMMED. COMMISSIONER HASEGAWA. THANK YOU. EARLIER THIS YEAR, WE IDENTIFIED THE PORT'S DRUG INTERDICTION FUND AS AN UNTAPPED POT OF MONEY, CITING SOME POTENTIAL RESTRICTIONS, INCLUDING AT THE FEDERAL LEVEL, THAT MIGHT NEED SOME ADJUSTMENTS OR CHANGES FOR US TO BE ABLE TO MORE CREATIVELY OR EFFECTIVELY SPEND THOSE FUNDS. EARLIER TODAY, I HAD SHARED THE STATISTIC THAT HUMAN TRAFFICKING IS THE SECOND LARGEST AND FASTEST GROWING UNDERGROUND ECONOMY, WITH THE LARGEST BEING THE TRAFFICKING OF GUNS AND ARMS TRAFFICKING. AND SO IT MAKES SENSE. AND WE TALKED ABOUT HOW WE WOULD USE THAT DRUG INTERJECTION FUND TO REINVEST INTO THE FIGHT AGAINST DRUG

TRAFFICKING. SO I DON'T KNOW IF THE LEG WORK HAS TAKEN PLACE TO IDENTIFY WHAT FEDERAL CHANGE NEEDS TO HAPPEN, BUT I AM NOTICING THAT IT'S NOT INCORPORATED HERE IN OUR ADVOCACY AGENDA. THANK YOU FOR CALLING THAT. I'LL GET WITH PETE AND FIND OUT IF THERE IS A TWEAK, WHETHER IT'S AT THE LEGISLATIVE LEVEL OR THE REGULATORY LEVEL. WE'RE MORE THAN HAPPY TO PURSUE THAT AND ADD THAT TO THE AGENDA. AND I'D ALSO LIKE TO ASK THAT YOU INCLUDE DIRECTOR RIDER IN THAT CONVERSATION AS WELL. THANK YOU. THANK YOU. COMMISSION HASEGAWA COMMISSIONER FELLEMAN.

THANK YOU MUCH. I WANT TO JUST BUILD ON WHAT COMMISSIONER MOHAMMED SAID ABOUT A HEARING. GIVEN THE LIKELIHOOD OF PASSAGE THIS YEAR, PERHAPS WE COULD ADVOCATE FOR A FIELD HEARING SO THAT WE CAN HAVE COMMUNITIES THAT ARE EXPOSED TO THIS ISSUE AND IT'S HIS DISTRICT AND THINGS LIKE THAT MIGHT BE A WAY IN WHICH WE CAN ELEVATE IT TO CREATE THE COMMUNITY SUPPORT FOR THEM. I HAVE JUST MAYBE THREE ISSUES. ONE, I REALLY, OF COURSE, IN THE PUGET SOUND RESTORATION SECTION. ONE OF MY FAVORITES THAT THE ENGAGING FEDERAL AGENCIES WITH THIS SRKW, I DON'T KNOW WHAT THAT STANDS FOR. SOUTHERN RESIDENT KILLER WHALE IS A VERY NICE THING TO HAVE CALLED OUT. HAVING DONE THAT, THOUGH, AND I'VE RAISED THIS BEFORE, BOTH HERE AND AT THE ALLIANCE, THE ITEM A UNDER PUGET SOUND RESTORATION IS COUCHED WITHIN THE KILLER WHALE. AND SO WE HAVE A CALL OUT ON THE KILLER WHALE. THE ITEMS THAT WE'RE CALLING FOR HERE AND THE LEGISLATIVE SUPPORT WE'RE ASKING FOR PERTAIN TO PUGET SOUND RECOVERY, WHICH, YES, WILL BENEFIT THE KILLER WHALE. BUT TO TO SAY, ADVOCATE FOR INCREASED LEVEL RESOURCES FOR PUGET SOUND AND SOUTHERN KILLER WHALE RESTORATION, AND THEN EVERYTHING IS FOR CONTAMINANTS THAT AFFECT KILLER WHALES. FOR FISH THAT AFFECT KILLER WHALES. IT SORT OF STRIKES ME THAT IT COULD BE, YOU KNOW, SUPPORT, WHICH IS JUST THE LAST SENTENCE SUPPORT APPROPRIATIONS OF THE PUGET ON NEAR SHORE RESTORATION PROJECT, ASTEROID PROGRAM, PUGET SOUND GEOGRAPHIC PROGRAM, PACIFIC SALMON RECOVERY FUND TO ADVANCE PUGET SOUND RESTORATION, INCLUDING SUPPORT FOR RESTORATION. YADA, YADA, YADA. IT'S JUST YOU SHOULD DO THESE THINGS WHETHER OR NOT THE KILLER WHALES ARE EXTINCT YET. DID I SAY THAT? YEAH. SO ANYWAY, WE CALL OUT THE KILLER WHALE IN A WHOLE SEPARATE ITEM. POINT WELL TAKEN. ANYWAY, BECAUSE IT'S SORT OF LIKE

GREENWASHING TO ME. I WANT THE WHALE TO BE USED WHERE IT BELONGS AND WE CALL FOR IT APPROPRIATELY IN ITS OWN STANDALONE ITEM ANYWAY. SO THAT IS THE ONE THING. IN CONVERSATIONS THAT I'VE HAD AT LENGTH WITH COMMISSIONER CALKINS ABOUT OFFSHORE WIND. THE THING THAT I'M ALWAYS SENSITIVE TO IS OUR SUPPORT FOR OFFSHORE WIND DOES NOT ASSUME ANY ROLE IN OUR IDENTIFYING SIGHTING FOR OFFSHORE WIND, AND THAT WE DON'T HAVE THE ORGANIZATIONAL EXPERTISE, NOR DO WE HAVE THE CONSTITUENT FEEDBACK RIGHT. IN THE BIDEN ADMINISTRATION. EVERYBODY'S VERY ROBUST, AND WE CAN IMAGINE THAT EVERY CALL AREA POSSIBLE WILL BE EVENTUALLY EXPLORED. BUT I DON'T WANT TO CONFLATE OUR SUPPORT FOR THE PORT'S ROLE, SIGNIFICANT ROLE THAT IT COULD PLAY IN LOGISTICAL CAPABILITIES AND TAPPING OUR LOCAL EXPERTISE TO BE SEEN AS PROMOTING ANY ONE CALL AREA. AND I WAS TRYING TO THINK ABOUT I THOUGHT I HAD IT FIXED UNTIL YOU CAME UP WITH A VERY CLEVER TWO WAY TRADE ISSUE. SO WHAT I WAS SAYING WAS A VERY SIMPLE MODIFICATION WAS FOR PROJECTS UNDER REVIEW BY BOOM SUPPORT KEY PIECES OF LEGISLATION THAT ADVANCE RIGHT. SO BOOM IS ALREADY DECIDED ON THE SITE. SO THAT JUST PREJUDGES. BUT IF INDEED YOU'RE GOING TO NOW TALK ABOUT US SUPPORTING PROJECTS THAT ARE GOING ON IN THE FAR EAST, THAT THEN MAKES THAT SIMPLE AMENDMENT DIFFICULT. BUT PERHAPS YOU KNOW MY CONCERN, PERHAPS YOU HAVE A BETTER WAY TO ARTICULATE IT. COMMISSIONER CALKINS. GO AHEAD. FULLY SUPPORTIVE. AND THAT HAS BEEN ONE OF THE BIGGEST STRUGGLES FOR ME AS I ADVOCATE FOR THE ROLE WE MIGHT PLAY IN SUPPLY CHAIN SUPPORTING PROJECTS THAT HAVE BEEN DULY VETTED, KNOWING THAT REGULARLY PEOPLE CONFLATE THAT WITH, WELL, ISN'T THERE SPECULATION ABOUT OFFSHORE WIND IN WASHINGTON? WE ARE NOT INSTITUTIONALLY SUPPORTING THAT. WE HAVE NO ROLE IN DETERMINING THAT. THAT IS A CONVERSATION AMONGST COASTAL COMMUNITIES, TRIBES, FISHERIES, OTHER CO USERS OF THAT, AND THAT WOULD BE PUTTING THE CART WELL BEFORE THE HORSE FOR US TO WEIGH INTO THAT. THAT SAID, IT SEEMS TO ME FROM THE ECONOMIC ANGLE, TWO OF THE BIGGEST COMPONENT PARTS OF THE SUPPLY CHAIN FOR OFFSHORE WIND ARE AREAS WHERE WASHINGTON STATE THAT HAVE VERY LITTLE BEARING WHERE THE GEOGRAPHY OF THE INSTALLATION HAS VERY LITTLE BEARING ON IT, WHICH IS SHIPBUILDING BECAUSE IT REQUIRES UNIQUE SHIPS. AND SO THE REALLY ROBUST SHIPBUILDING INDUSTRY WE HAVE HERE IN WASHINGTON STATE, IN PART BASED ON

THE JONES ACT, WILL STAND TO BENEFIT FROM OFFSHORE WIND IN THE GULF, IN THE EAST COAST. AND IN FACT, WE ALREADY HAVE SHIPBUILDERS BIDDING ON OFFSHORE WIND VESSELS FOR THOSE MARKETS THAT HAVE NOTHING TO DO WITH ANY OF THE MARKETS ON THE WEST COAST. AND IN ADDITION TO THAT, I GENUINELY BELIEVE THERE'S OPPORTUNITIES BECAUSE OF OUR AEROSPACE, ADVANCED MANUFACTURING TO SUPPORT FOREIGN INSTALLATIONS OF OFFSHORE WIND. SO IF WE CAN KIND OF WORDSMITH THAT A LITTLE BIT I AM WHOLEHEARTED AND I'M REALLY GLAD YOU CALL THAT OUT BECAUSE I THINK THAT IS REALLY IMPORTANT THAT OUR STAKEHOLDERS KNOW THAT IT NEEDS TO BE DONE IN A RESPONSIBLE WAY THAT BRINGS ALL STAKEHOLDERS TO THE TABLE BEFORE ANY SITE QUESTION HAPPENS. SO PERHAPS YOU CAN HELP ME WITH THIS LANGUAGE. SO THE WAY IT READS CURRENTLY IT SAYS TO SUPPORT KEY PIECES OF LEGISLATION THAT ADVANCE OFFSHORE WIND INDUSTRY. AND THEN IT SAYS PARTICULARLY BUT OBVIOUSLY NOT EXCLUSIVELY, BUT WITH EMPHASIS ON WAYS TO CREATE OPPORTUNITIES FOR PACIFIC NORTHWEST TO BECOME A LEADER IN MANUFACTURING. ASSEMBLY. YADA. YADA. AND IT DOESN'T MATTER WHETHER IT'S OFF THE WASHINGTON COAST OR ANYWHERE IN THE COUNTRY AS I COMPLETELY SUPPORT THAT IDEA. SO ALL I WAS SUGGESTING WAS FOR PROJECTS THAT WERE ALREADY UNDER REVIEW, SO IT DOESN'T PRESUME WE'RE NOT SUPPORTING LEGISLATION TO ADVANCE OFFSHORE WIND INDUSTRY THAT PUTS A THUMB ON THE SITING OF SOMEPLACE. SOMEPLACE. SO THAT'S WHAT I'M JUST SAYING FOR SITES THAT ARE UNDER REVIEW, WE ARE STANDING READY TO HELP AS WE CAN. THAT MAKES SENSE. SO I JUST THOUGHT IT WAS A LITTLE TOO BROAD THE WAY IT WAS WRITTEN. GREAT.

AWESOME. WELL, THANK YOU SO MUCH ERIC, FOR YOUR PRESENTATION AND FOR COMING. I'LL GO AHEAD AND READ THE NEXT ITEM INTO THE RECORD PLEASE. CLERK HART AND EXECUTIVE DIRECTOR WILL THEN INTRODUCE THE ITEM. THANK YOU. THIS IS AGENDA ITEM ELEVEN B, TOURISM DEVELOPMENT BRIEFING, NOTING FOR THE RECORD THAT COMMISSIONER CALKINS IS EXITING THE MEETING.

COMMISSIONERS TOURISM AND TRAVEL IS AN INTEGRAL PART OF OUR STATE'S ECONOMY. VISITORS GENERATE SIGNIFICANT ECONOMIC BENEFITS TO HOUSEHOLDS, BUSINESSES AND GOVERNMENT ALIKE AND REPRESENT A CRITICAL DRIVER OF WASHINGTON'S FUTURE. THE PORT HAS BEEN A LONGTIME LEADER IN THE SPACE AND IS FINDING NEW WAYS TO MAKE PROGRESS, SUCH AS OUR NEW RESPONSIBLE TOURISM WORK. THIS BRIEFING

PROVIDES AN UPDATE ON THE INITIATIVES CARRIED OUT WITH INVESTMENTS MADE BY COMMISSION TO SUPPORT TOURISM PROMOTION, A COMPREHENSIVE SUMMARY OF THE 2022 TOURISM MARKETING SUPPORT PROGRAM, PROMOTIONAL EFFORTS, RECOVERY EFFORTS WITH WASHINGTON TOURISM ALLIANCE, AND THE 2023 PRIORITIES FOR THE TOURISM TEAM. PRESENTERS THIS AFTERNOON ARE DAVE MCFADDEN, MANAGING DIRECTOR ECONOMIC DEVELOPMENT LIAISON. NICK LEONTI SORRY

NICK, I JUST CALL YOU BY YOUR FIRST NAME THERE, DIRECTOR, TOURISM DEVELOPMENT. SO WITH THAT, I'LL TURN OVER TO DAVE. THANK YOU, EXECUTIVE DIRECTOR METRUCK. AND GOOD AFTERNOON, COMMISSIONERS. WE'RE EXCITED TO BE HERE TO REALLY HIGHLIGHT OUR WORK THAT WE'VE DONE OVER THE PAST YEAR TO PROMOTE TOURISM, TO ARTICULATE SOME OF THE TRICKY TRENDS THAT WILL SHAPE OUR WORK GOING FORWARD, TO HIGHLIGHT OUR PRIORITIES FOR THIS YEAR AND REALLY SET THE STAGE FOR A COUPLE OF UPCOMING REQUESTS. WE HAVE TWO COMMISSION AUTHORIZATION REQUESTS, ONE FOR OUR GRANT PROGRAM THAT WILL BE AT YOUR NEXT MEETING, AND ANOTHER ONE TO HELP REBUILD INTERNATIONAL TRAVEL, COMING TO YOU IN FEBRUARY. SO LET'S GO TO THE NEXT SLIDE. AND I THINK I JUST COVERED THAT ONE, WHAT WE'RE GOING TO COVER TODAY. AND SO WE DID THAT. LET'S GO TO THE NEXT SLIDE. AND AS YOU KNOW, WE HAVE BEEN ON A WILD RIDE OVER THE LAST COUPLE OF YEARS. THESE ARE OUR TRENDS. BUT I TITLED IT TOURISM TRENDS BECAUSE THAT'S THE RIDE THAT TOURISM AND TRAVEL HAS BEEN ON TOO. AND AS MUCH AS WE BOUNCED BACK AND TOURISM IS BOUNCED BACK, THERE ARE MANY CHALLENGES THAT STILL REMAIN. AND SO WHAT I'D LIKE TO DO AT THIS POINT, THOUGH, IS TURN IT OVER TO NICK LEONTI. HE'S OUR NEW TOURISM OUR NEWER TOURISM DIRECTOR. HE CAME TO US IN JUNE AND HE'S GOTTEN OFF TO A REALLY GOOD START. HE GOT HERE IN TIME TO HELP US SECURE A GREAT KEYNOTE SPEAKER FOR OUR RESPONSIBLE TOURISM SUMMIT. AND HE'S ALSO DONE A REALLY GOOD JOB OF BUILDING RELATIONSHIPS WITH OUR KEY PARTNERS. AND SO WITH THAT, NICK, WE'RE GLAD YOU'RE HERE IN THE SHOW. IS YOUR GREAT. WELL, YEAH. THANK YOU SO MUCH, DAVE. I REALLY APPRECIATE THAT. AND I'M REALLY PLEASED TO BE HERE IN FRONT OF YOU FOR THE FIRST TIME, COMMISSION, HOPEFULLY NOT FOR THE LAST TIME, HOPEFULLY. I'M GETTING MANY MORE OF THESE YEAR IN REVIEW ABOUT TOURISM DEVELOPMENT BRIEFINGS. I JUST MOVED UP HERE SIX MONTHS AGO WHEN I TOOK

THE JOB. ACTUALLY MOVED, MADE THE MOVE IN AUGUST FROM CALIFORNIA. I WAS PREVIOUSLY WITH VISIT CALIFORNIA AND I'M A LIFELONG CALIFORNIAN UP UNTIL AUGUST. SO BEING ABLE TO COME UP HERE WITH 20 YEARS OF DESTINATION MARKETING UNDER MY BELT AND TO VIEW SEATTLE AND WASHINGTON, NOT JUST THROUGH THE EYES OF A NEW RESIDENT, BUT ALSO SEEING IT, HOW A VISITOR WOULD SEE IT, AND THEN THROUGH THE LENS OF OUR TOURISM INDUSTRY. SO IT'S BEEN A REALLY GREAT EXPERIENCE FOR ME TO GET TO KNOW THE AREA. BIG THANKS TO DAVE AND MY TEAM, PATTY AND GAIL GETTING ME UP TO SPEED, AND MY COLLEAGUES, STATE OF WASHINGTON, TOURISM, VISIT SEATTLE, AND ALL OUR OTHER TOURISM INDUSTRY PARTNERS WHO HAVE BEEN SO WELCOMING TO ME. IT'S JUST THRILLED TO BE HERE AND LOOKING FORWARD TO WHAT THE FUTURE HOLDS. LET'S DIVE INTO THE NEXT SLIDE, PLEASE. WE'LL START THERE. IT'S JUST A COMPARISON. THESE STATS ARE FROM THE UNITED STATES TRAVEL ASSOCIATION. IT'S ACTUALLY COMPARING OCTOBER 22 TO PRE PANDEMIC OCTOBER 2019. I THINK THE NUMBER THAT STANDS OUT HERE IS THAT OVERSEAS ARRIVAL NUMBER. YOU CAN SEE THAT'S REALLY WHERE THAT'S BEEN THE MOST SLUGGISH PART OF THE TOURISM ECONOMY TO RECOVER ON LATER SIDE WE'LL GET INTO INTERNATIONAL TOURISM AND HOW IMPORTANT THAT IS TO THE FULL RECOVERY OF OUR INDUSTRY. OBVIOUSLY, WE HAD A SPIKE IN DOMESTIC LEISURE TRAVEL, AS PRETTY MUCH EVERYONE DID DURING THE PANDEMIC, BUT NOW WE'RE GETTING BACK INTO SEEING THAT IMPORTANCE OF INTERNATIONAL TRAVEL. NEXT SLIDE, PLEASE.

I WISH I COULD TAKE CREDIT FOR THIS, BUT THIS HAPPENED PRIOR TO MY ARRIVAL OF THE TOURISM RECOVERY INITIATIVE WITH THE STATE OF WASHINGTON TOURISM AND DAVE LANFORD, WHO SPOKE EARLIER THE STATE'S OFFICE JUST HAVING RECENTLY COME BACK FROM A HIATUS THE PORT CONTRIBUTED ONE AND A HALF MILLION DOLLARS TO KEEP THE WHEELS ROLLING DURING THE PANDEMIC. DURING THAT ROCKY TIME, WE WEREN'T SURE WHAT THE FUTURE WAS HOLDING. SO THEY WERE ABLE TO DO CAMPAIGNS, WORK WITHIN THE TRAVEL TRADE, ENGAGE WITHIN THE MARKETS TO KEEP THINGS AFLOAT. HERE ARE JUST A FEW OF THE CAMPAIGNS THAT THE TOURISM RECOVERY INITIATIVE SUPPORTED. THIS IS IN ADDITION TO BE WILLING TO ATTEND TRADE SHOWS AND HOST MEDIA AND FAM TRIPS IN THE AREA. AND WITH SUCH SUCCESS, WE'RE LOOKING TO CONTINUE THIS PARTNERSHIP IN THE FUTURE AND EVEN EXPAND THAT SO AS

WE SEE THE INTERNATIONAL MARKETS RETURN. NEXT SLIDE, PLEASE. THE RESPONSIBLE OUTDOOR TRAVEL SUMMIT WAS A HIGHLIGHT OF THE PAST YEAR. COMMISSIONER FELLEMAN WAS INSTRUMENTAL IN BRINGING THAT TO THE TABLE AND COMMISSIONER HASEGAWA, AS YOU CAN SEE IN THE PHOTO, WAS A BIG PART OF THAT AS WELL. REALLY, RESPONSIBLE OUTDOOR TRAVEL IS PART OF THE BIGGER PICTURE OF DESTINATION STEWARDSHIP AND RESPONSIBLE TRAVEL OVERALL, WHICH IS A MAIN FOCUS FOR NOT JUST US HERE, BUT THE TOURISM INDUSTRY AS A WHOLE. DESTINATION STEWARDSHIP IS CRITICALLY IMPORTANT TO ENSURE THAT THE TOURISM ECONOMY REMAINS AN ENGINE FOR ALL WASHINGTON ONIONS TO BRING THAT POSITIVE IMPACT OF THE INDUSTRY TO OUR REGION. AND AS TOURISM RECOVERS FROM THE PANDEMIC SLOWDOWN, PEOPLE BEGIN TO TRAVEL IN GREATER NUMBERS AND WE'LL BE ABLE TO SEE TOURISM'S INDUSTRY'S LONG TERM VIABILITY, WHICH REALLY DEPENDS ON THE ABILITY TO PROTECT, PRESERVE AND PROMOTE THE TRAVELER EXPERIENCE. IN ADDITION TO PROTECTING OUR OUTDOOR LANDS. OBVIOUSLY OUR REGION IS A MAGNET FOR OUTDOOR ENTHUSIASTS, WHICH IS WHY WE WERE FOCUSED ON RESPONSIBLE OUTDOOR TRAVEL. THIS WAS A ONE DAY CONFERENCE WITH OVER 100 ATTENDEES, WITH A REAL FOCUS ON PROTECTING THOSE OUTDOOR LANDS AND ALSO A FOCUS ON INCLUSIVITY IN OUTDOOR RECREATION. AND WHAT WE LEARNED IN THAT CONFERENCE WE WILL BE USING TO FURTHER OUR RESPONSIBLE TRAVEL INITIATIVES IN THE FUTURE, INCLUDING A FOCUS ON OUR GRANT PROGRAMS, WHICH IF WE COULD GO TO THE NEXT SLIDE, WE HAVE TWO SEPARATE TOURISM GRANT PROGRAMS. ONE IS THE SPOTLIGHT ADVERTISING PROGRAM WHICH PROVIDES FREE AD SPACE AT THE AIRPORT FOR OUR INDUSTRY PARTNERS. OBVIOUSLY DRIVING THAT UTILIZATION OF PORT FACILITIES IS IMPORTANT THERE AND THERE'S. THE OTHER ONE IS THE TOURISM MARKETING SUPPORT PROGRAM, WHICH IS A TWO TO ONE MATCHING GRANT UP TO \$10,000 FOR PARTICIPANTS. SO IF THEY CONTRIBUTE TO FIVE K, THE PORT WILL PROVIDE UP TO THAT \$10,000 NUMBER. AND WE'RE PUTTING MORE AND MORE EMPHASIS ON ADVANCING THE RESPONSIBLE, SUSTAINABLE AND CULTURAL TOURISM THROUGH THOSE PROGRAMS. IF WE GO TO THE NEXT SLIDE, IT PROVIDES HIGH LEVEL OVERVIEW OF THOSE TWO PROGRAMS AND THE DOLLAR VALUES ATTACHED TO THOSE. WE WILL BE, AS DAVE MENTIONED, LOOKING TO GET APPROVAL FOR THE TOURISM MARKETING SUPPORT PROGRAM. THAT \$200,000 NUMBER, I BELIEVE THIS WILL BE THE 9TH YEAR THAT THAT PROGRAM IS IN OPERATION. THAT WILL

BE PART OF THE CONSENT AGENDA FOR THE NEXT MEETING ON THE 24TH. WE CAN GO TO THE NEXT SLIDE AND SEE SOME EXAMPLES OF WHAT THESE PROGRAMS HAVE PRODUCED THIS YEAR. THESE ARE SOME OF THE ADS THAT RAN AT THE AIRPORT IN THE FREE AD SPACE. YOU CAN SEE WE USE THE AIRPORT LOGO ON THESE. THE NEXT SLIDE, PLEASE. I THINK THERE'S ONE MORE EXAMPLE. AYES. SO THIS IS FOR YOU. SEE THERE'S DESTINATION MARKETING ORGANIZATIONS, MUSEUMS, OTHER ATTRACTIONS ARE ABLE TO APPLY FOR THESE FREE ADS. NEXT SLIDE, PLEASE. GO THROUGH THESE QUICKLY. THIS FOCUSES ON THE TOURISM MARKETING SUPPORT PROGRAM. HERE ARE SOME EXAMPLES FOR THAT. THESE ARE THE TYPES OF PROGRAMS THAT ARE FUNDED THROUGH THAT GRANT PROGRAM. GET SOME ADVERTORIAL CONTENT THERE FOR THE NATIONAL NORFOLK MUSEUM AND THEIR CHRISTMAS FESTIVAL. SO THERE'S DIGITAL CAMPAIGNS, THERE'S SOCIAL MEDIA. THE SEATTLE MAKES EXAMPLE HERE IS ACTUALLY A PRINTED RAT CARD THAT IS IN OVER 200 LOCATIONS STATEWIDE, INCLUDING THE AIRPORT AND OTHER PORT FACILITIES. NEXT SLIDE, PLEASE. AMY NESSLER WAS PART OF OUR PUBLIC COMMENT TODAY FROM VISIT SAN JUAN ISLANDS. THIS IS THE PROJECT THAT SHE MENTIONED, WHERE THEY WORKED WITH THE BLACK TRAVEL ALLIANCE TO BRING IN CONTENT CREATORS. THEY PRODUCE BLOG POSTS, SOCIAL MEDIA POSTS, LOTS OF INTERACTION. AND THOSE ARE JUST A QUICK LOOK AT SOME OF THE PROGRAMS THAT THE TMSP PROGRAM HAS BEEN ABLE TO FUND THIS PAST YEAR. AND AGAIN, WITH MORE EMPHASIS ON THESE TYPES OF RESPONSIBLE TRAVEL AND DEI FOCUSED ACTIVITIES GOING INTO THE FUTURE, WE CAN GO TO THE NEXT SLIDE, PLEASE. SO NOW BACK TO INTERNATIONAL TOURISM, WHICH AGAIN, THE TOURISM INDUSTRY AS A WHOLE WON'T RECOVER UNTIL INTERNATIONAL TOURISM COMES BACK. RIGHT NOW WE'RE IN SOME KEY MARKETS. WE'VE RETURNED TO THE UK, TO GERMANY. WE'RE IN THE PROCESS WITH AUSTRALIA RIGHT NOW. AND THOSE ARE KEY MARKETS THAT HAVE REBOUNDED, THAT ARE GETTING CLOSE TO THOSE PRE PANDEMIC NUMBERS. AND THAT'S WHY THERE ARE SUCH GREAT MARKETS FOR US HERE. INTERNATIONAL TRAVEL DIDN'T REOPEN UP REOPEN UNTIL NOVEMBER OF 2021. SO IT'S KIND OF GETTING THOSE WHEELS ROLLING IN 2022. AS FAR AS THE TRAVEL INDUSTRY ON THE INTERNATIONAL SCALE, WE HAD SOME SALES MISSIONS AND TRADE SHOWS THAT WE WERE ABLE TO GO TO. BUT 2023, WE REALLY SEE THE FULL SLATE OF THOSE TRADE ACTIVITIES. RETURN AND

HOSTING FAMILIARIZATION TRIPS IS ALWAYS A BIG PART OF WHAT WE DO. THAT'S THE BEST WAY TO EDUCATE THE TRAVEL TRADE ABOUT OUR DESTINATION. WE GET PEOPLE ON THE GROUND HERE TO EXPERIENCE IT FIRSTHAND, THEN THEY CAN RETURN TO THEIR MARKETS AND BETTER SHARE THOSE DESTINATIONS. SO THAT'S A BIG PART OF WHAT WE'VE DONE IN THE PAST AND WHAT WE WILL DO IN THE FUTURE. AND OUR KEY MESSAGING REMAINS AROUND CRUISE AND STAY, WHICH IS ENCOURAGING THOSE CRUISERS TO ADD DAYS TO THEIR STAYS BEFORE AND AFTER THEIR CRUISE, WHICH IS ESPECIALLY IMPORTANT IN THE INTERNATIONAL MARKET BECAUSE THEY HAVE MORE VACATION TIME IS A BIGGER TRIP FOR THEM. THEY'RE REALLY ABLE TO ADD THOSE DAYS BEFORE AND AFTER. AS I'M SURE YOU'VE ALL HEARD MENTIONED MANY TIMES, THOSE INTERNATIONAL VISITORS ARE SO IMPORTANT BECAUSE THEY STAY LONGER, THEY SPEND MORE, THEY VISIT OFF PEAK TIMES AND THEY VISIT BOTH URBAN AND RURAL AREAS. THEY CAN REALLY DIG INTO A DESTINATION. THAT'S WHY WE'RE SO FOCUSED ON INTERNATIONAL AND WHY WE'RE FOCUSED ON OUR PARTNERSHIP WITH VISIT SEATTLE AND STATE OF WASHINGTON TOURISM MOVING FORWARD TO MAKE THE MOST OF OUR INTERNATIONAL EFFORTS. NEXT SLIDE, PLEASE. HERE'S A GLIMPSE AT THE CRUISE AND STAY GUIDE. I ACTUALLY HAVE THE POTENTIAL FINAL VERSION OF THIS SITTING IN MY INBOX RIGHT NOW THAT I NEED TO REVIEW. THIS IS THE FIRST TIME WE PRINTED THIS GUIDE IN THREE YEARS. IT IS OUR MAIN PRINT MARKETING PIECE THAT WILL BRING WITH US TO TRADE SHOWS, SALES, MISSIONS, TRAININGS. WHEREVER WE GO, WE BRING THE CRUISE AND STAY GUIDE AND THAT CRUISE AND STAY MESSAGING ALONG THE WAY. NEXT SLIDE. SOME COUPLE OF VIDEO PRODUCTIONS THAT WE WERE INVOLVED IN THIS YEAR AND GENERATING POSITIVE PUBLICITY. WE WERE ABLE TO HAVE THE TRAVEL SHOW TRAVELING WITH DANELLA PRODUCE A HALF HOUR PROGRAM OR 22 MINUTES OFFICIALLY WHICH IS AVAILABLE TO TENS OF MILLIONS OF VIEWERS THROUGH STREAMING PLATFORMS IN ADDITION TO OVER THE AIR BROADCAST AIRED HERE LOCALLY MANY TIMES. SO IT WAS GREAT, GREAT TO HAVE HER HERE. WE ALSO HAD THE STORY OF ART IN AMERICA WHICH WAS A VERY CULTURALLY FOCUSED ART PROGRAM ABOUT SEATTLE ARTISTS THAT IS AVAILABLE STREAMING THAT THE PORT WAS INVOLVED WITH ORGANIZING AS WELL. CURRENTLY GETTING OVER 4000 VIEWS PER MONTH THROUGH AMAZON PRIME. NEXT SLIDE, PLEASE. THIS IS A LITTLE MORE OF OUR

WORK WITH THE MEDIA EARNED MEDIA VALUES YOU CAN SEE IN OUR KEY INTERNATIONAL MARKETS HERE. WE ONLY HAD PARTIAL YEAR IN SOME OF THESE MARKETS BECAUSE WE DIDN'T HAVE IN MARKET REPRESENTATION AT THE TIME. THE PHOTO HERE IS FROM AN ARTICLE THAT RAN IN THE DAILY MIRROR DURING THE HOLIDAYS. SO THIS IS THE TYPE OF COVERAGE WE'RE ABLE TO GET AND THE REACH WE CAN HAVE BY HOSTING WRITERS AND EDITORS TO SEATTLE AND THE STATE AND GETTING THIS GREAT COVERAGE INTERNATIONALLY WHICH HELPS KEEP THE STATE TOP OF MIND FOR POTENTIAL VISITORS AND THROUGHOUT THE TRAVEL TRADE. AND THEN THE NEXT SLIDE, PLEASE. SO, LOOKING FORWARD TO 2023. THESE ARE OUR PRIORITIES FOR THE UPCOMING YEAR. REALLY WANT TO PROMOTE RESPONSIBLE AND INCLUSIVE TRAVEL IN EVERYTHING THAT WE DO, BUT ESPECIALLY THROUGH THOSE THROUGH THE PORT GRANT PROGRAM THAT WE'LL BE LOOKING FOR APPROVAL FOR ON THE 24TH. AND THEN WE'RE LOOKING TO AGAIN WORK ON THE INTERNATIONAL ON THE GLOBAL SCALE OF TOURISM WITH VISIT SEATTLE AND STATE OF WASHINGTON TOURISM AS THE LARGE ORGANIZATIONS WITHIN THE INTERNATIONAL REACH, WE'RE ABLE TO BRING THOSE BENEFITS TO ALL THE PARTNERS THROUGHOUT THE STATE AS WELL. SO WE'RE REALLY LOOKING TO SOLIDIFY THAT RELATIONSHIP MOVING FORWARD TO MAKE THE MOST OF OUR INTERNATIONAL EFFORTS. AND OF COURSE, CRUISE AND STAY MESSAGING WILL CONTINUE TO BE TOP OF MIND TO DRIVE SUPPORT TO THE PORT GATEWAYS AND MAKE SURE WE'RE MAXIMIZING THE IMPACT THAT THE CRUISE MARKET CAN HAVE ON THE AREA BY HAVING THEM ADD ADDITIONAL DAYS BEFORE AND AFTER THEIR CRUISES. I FEEL LIKE I BLASTED RIGHT THROUGH THAT, BUT I THINK I'M HANDING IT BACK OVER TO YOU NOW. YEAH. NEXT. SO THAT BRINGS US BACK TO THE SURFACE. I JUST WANTED TO SHARE WHAT'S ON THE HORIZON. YES, WE ARE GOING TO BRING BACK A REQUEST FOR AUTHORIZATION FOR THE 2023 GRANT PROGRAM AT THE NEXT MEETING. AND THEN IN FEBRUARY, REQUEST AUTHORIZATION FOR INTERNATIONAL MARKETING INITIATIVES AND WHAT THAT DOES SET THE STAGE. WE'LL SELECT OUR TOURISM GRANT RECIPIENTS, GET THEM GOING IN MARCH, QUARTERLY HAVE SPOTLIGHT ADVERTISING AND THE INTERNATIONAL MARKETING CONTINUES YEAR ROUND. AND SO WE'RE EXCITED ABOUT THE YEAR AHEAD. I'M VERY PLEASED WITH THE ACCOMPLISHMENTS WE'VE MADE OVER THE LAST YEAR AND AT THIS POINT HAPPY TO ANSWER YOUR QUESTIONS. YES, THANK YOU. EXCELLENT. THANK YOU VERY MUCH FOR THE PRESENTATION. I'LL OPEN IT UP FOR

COMMISSIONER.

ALL RIGHT, COMMISSIONER MOHAMED. WELL, I JUST FIRST OF ALL WANT TO SAY THANK YOU FOR THE PRESENTATION. THIS IS REALLY HELPFUL INFORMATION YOU'VE SHARED. AND WHAT I LOVE THE MOST ABOUT THE TOURISM PRESENTATION AND PROGRAMS THAT YOU GUYS HAVE IN PLACE IS MAKING SURE THAT YOU'RE PROMOTING RESPONSIBLE TRAVEL AND MAKING SURE THAT IT'S BEING DONE IN A SUSTAINABLE WAY. AND SOMETIMES WHEN I TALK ABOUT INTERNATIONAL TRAVEL, I WILL TALK ABOUT TRAVEL TO THE CONTINENT OF AFRICA. AND SOME WILL SAY, WELL, CLIMATE CHANGE IS HAPPENING AND THERE'S CLIMATE REFUGEES AND THERE'S SO MANY ISSUES THAT ARE HAPPENING THAT YOU SHOULDN'T PROMOTE INTERNATIONAL TRAVEL TO THE CONTINENT OF AFRICA. AS IF I CAN STOP THAT FROM HAPPENING. JUST RECENTLY, THERE WAS A HUGE CONCERT THAT HAPPENED IN GHANA. IT WAS AFROCELLA, AND IT TURNED OUT OVER 50,000 PEOPLE, AND A LOT OF THEM CAME FROM THE UNITED STATES AND EUROPE AND OTHER PLACES FROM THE WORLD. AND WHAT DID THAT DO FOR A PLACE LIKE GHANA? IT'S BOOSTING ITS ECONOMIC DEVELOPMENT IN THEIR COUNTRY AND PEOPLE ARE GOING TO GO EITHER WAY. AND SO MAKING SURE THAT WE ARE INCORPORATING SUSTAINABILITY AS PART OF OUR PROGRAMMING IS REALLY IMPORTANT. AND SO IF WE ARE GOING TO PROMOTE ASIA AND WE'RE GOING TO PROMOTE EUROPE, THEN WE NEED TO ALSO PROMOTE THE CONTINENT OF AFRICA AS WELL. AND SO I WANT TO POINT THAT OUT AND SHARE THAT WITH YOU ALL. AND I REALLY LOVED SLIDE TWELVE. IS THIS THE SAME GROUP THAT ALSO PROMOTES, I GUESS THEY'RE INFLUENCERS, I THINK. LET ME MAKE SURE I KNOW WHICH ONE SLIDE TWELVE WAS. YEAH, THAT WAS THE VISIT SAN JUAN. THERE IT IS. SO I THINK THERE'S A FLUID SITUATION THERE WITH INFLUENCERS. A LOT OF THEM DON'T WANT TO BE CALLED INFLUENCERS. CONTENT CREATORS, I THINK IS THE TERM A LOT OF THEM ARE LEANING ON AND CERTAINLY WHAT THE FOLKS WHO CAME TO SAN JUAN ISLANDS WOULD REFER TO THEMSELVES AS. SO THE TMSB PROGRAM DOES SUPPORT BRINGING THOSE TYPES OF CONTENT CREATORS TO DESTINATIONS AND BEING ABLE TO EXPOSE NEW DESTINATIONS TO NEW MARKETS. SO THAT'S THAT'S SUPER HELPFUL. YOU KNOW, RECENTLY, JUST THIS LAST 2022, I HOSTED AN EVENT ON A SHIP, THE VIRGINIA FIVE SHIP, WITH A LOT OF FOLKS FROM THE SOUTH AFRICAN COMMUNITY. AND IT WAS A MOMENT TO CELEBRATE THEM, BUT ALSO AN OPPORTUNITY TO SHOW IT WAS A LOT OF

MOMS WHO WERE A PART OF THIS EVENT. AND THE IDEA WAS TO SHARE WITH THEM THE EXPERIENCE OF THE VIRGINIA FIVE AND ALSO TALKING TO THEM ABOUT TO GET THERE. THE PARENTS EXCITED ABOUT THE MARITIME INDUSTRY AND CAREER LAUNCH PROGRAM THAT WE HAVE. AND SOME OF THE YOUNGER ADULTS THAT WERE A PART OF THE EVENT WERE ASKING LIKE, WHAT ARE WAYS, IF THEY HAD TOURISM IDEAS AND WANTED OPPORTUNITIES TO PARTNER WITH THE PORT, WHAT WOULD THAT LOOK LIKE? AND MAYBE YOU CAN SHARE THAT BECAUSE I'M SURE THAT'S SOMETHING THAT THE PUBLIC IS INTERESTED IN.

RIGHT. WELL, GETTING INVOLVED IN THE ORGANIZATIONS THAT CAN USE THESE GRANT FUNDS TO ENCOURAGE TOURISM IN THE AREA IS OUR MOST DIRECT WAY FOR PEOPLE TO GET INVOLVED IN WHAT THE PORT CAN FUND. AND YOU CAN SEE THE FULL VARIETY OF THE PROGRAMS THAT WERE SUPPORTED THROUGH THE GRANT PROGRAM. THERE'S A LIST IN THE APPENDIX THERE AND YOU CAN SEE THE TYPES OF PROGRAMS AND THE VAST ORGANIZATIONS THAT ARE INVOLVED. IF PEOPLE ARE LOOKING TO GET INVOLVED, WE'RE HOPING TO GET THAT APPLICATION LAUNCHED BY THE END OF THIS MONTH IF EVERYTHING IS APPROVED IN A COUPLE OF WEEKS. SO THAT'S RIGHT. AND I SHOULD BRING IT ON. SOMETHING I WAS JUST GOING TO ADD THAT WE, WE HAVE A PROVERBIAL SUGGESTION BOX AND WANT TO TAP INTO THOSE IDEAS AND ENERGIES IF POSSIBLE. SO THERE'S ALWAYS AN OPEN DOOR FOR THOSE CONVERSATIONS.

I REALLY WITNESSED A LOT OF ENERGY AND ENTHUSIASM AND DIFFERENT IDEAS AT THE RESPONSIBLE TOURISM SUMMIT. AND SO I THINK WE SHOULD BE EMBRACING THAT. THIS IS AN INDUSTRY THAT'S BEEN DISRUPTED. I THINK WE'VE GOT OUR VALUES STRAIGHT AND I THINK WE NEED TO PUSH FORWARD AND MAYBE CONSIDER SOME NEW WAYS OF DOING THE TOURISM BUSINESS AND THAT TO ME IS GOING TO BE BUILT ON NEW IDEAS AND NEW PARTNERSHIPS. YEAH, AND I'VE HELPED PROMOTE SOME OF YOUR AT LEAST SHARED IT WITH MY NETWORK WHEN THE GRANT PROGRAMS ARE OPEN. WHEN IS THE NEXT OPENING? BY THE END OF THE MONTH. BY THE END OF THE MONTH. OKAY. WE'LL MAKE SURE WE CIRCULATE THAT. YEAH. I THINK LOCAL TOURISM IS REALLY IMPORTANT AND THERE NEEDS TO BE AN EMPHASIS AROUND THAT AND THERE'S A LOT OF OPPORTUNITIES TO EVEN DO GREAT WORK AROUND HERE IN THE PACIFIC NORTHWEST. SO THANK YOU ALL FOR YOUR WORK. THANK YOU. EXCELLENT. THANK YOU, COMMISSIONER. ANYONE ELSE? COMMISSIONER HASEGAWA? THANK YOU. SO I'M ACTUALLY NOT SEEING ASIA AS ONE

OF THE LISTED PLACES WHERE WE HAD A STRONG MARKET PRESENCE. WE KNOW THAT WE'RE EQUAL DISTANT BETWEEN EUROPE AND ASIA AND WE KNOW THAT CANADA HAS A STRONG CHINESE TOURISM ATTRACTION. AND I'M JUST WONDERING WHAT HAVE WE DONE OR WHAT CAN WE DO TO PROMOTE A STRONG MARKET PRESENCE IN ASIA? RIGHT, SO ASIA HISTORICALLY IS A GREAT MARKET FOR THIS REGION. AND COMING FROM CALIFORNIA WAS A GREAT MARKET IN CALIFORNIA AS WELL. REALLY LOOKING AT THAT NUMBER OF HOW OVERSEAS ARRIVALS WERE SO LOW, THAT IS SIGNIFICANTLY BECAUSE OF FLIGHTS FROM ASIA BEING SLUGGISH TO RETURN. SOME DATA FROM INDIVIDUAL COUNTRIES. LIKE YOU LOOK AT FLIGHTS FROM MEXICO TO WASHINGTON OR AT 121% OF WHERE THEY WERE PRE PANDEMIC, SO ACTUALLY MORE THAN PRE PANDEMIC. FRANCE WAS HIGH 90S, UK NEARING 80%. THEN YOU LOOK AT THE ASIAN COUNTRIES AND THOSE FLIGHTS, MOST RECENT NUMBERS, CHINA WAS AT 18%, JAPAN AND SOUTH KOREA WERE IN THE LOW 30S. SO IT'S JUST A MATTER OF WHEN THOSE MARKETS ARE READY TO RETURN. WE'RE CERTAINLY FOCUSED ON WORKING WITH THEM WHEN WE CAN, BUT AS WE LOOK AT WHICH INTERNATIONAL MARKETS TO FOCUS ON, WE HAVE TO TAKE A LOT OF CONSIDERATIONS OF BEING TRAVEL READY, THE FLIGHTS THAT ARE AVAILABLE, THE AFFINITY FOR US TRAVEL, PROPENSITY TO TRAVEL IN GENERAL. SO THERE'S JUST A LOT OF FACTORS THAT ARE INVOLVED THERE. AND UNFORTUNATELY, ASIA IS LAGGING BEHIND IN RECOVERY, BEHIND THE REST OF THE WORLD. I THINK WE ALL SAW IN THE NEWS RECENTLY WHEN CHINA REOPENED, THERE ARE VERY MUCH CONCERNS ABOUT NEW COVID WAVES. SO IT'S ALWAYS A FLUID SITUATION AND WE'RE CERTAINLY MONITORING THOSE MARKETS AND PUTTING THE EFFORT IN WHERE WE CAN AND WE'RE ENTERING THE MARKETS THAT ARE BEST FOR US AT THE TIME. I GUESS WHAT I WOULD ADD, BECAUSE WE'RE GOING TO BE BACK HERE NEXT MONTH IN OUR STRATEGIC CONVERSATIONS WITH THE STATE OF WASHINGTON AND VISIT SEATTLE, ASIA IS BACK ON OUR RADAR SCREEN. OKAY. AND NICK CITED THE CHALLENGES OF GETTING THERE A LITTLE TOO EARLY, BUT THIS IS ABOUT RECOVERY AND SO I THINK WE'VE GOT ANOTHER STORY THAT WE'RE GOING TO BRING BACK TO YOU IN ABOUT A MONTH. THAT SOUNDS GREAT. THANK YOU. LIZ JOHNSON. FROM VISIT SEATTLE IS ONE OF OUR PUBLIC COMMENTERS, AND SHE MENTIONED KIND OF A QUICK LIST THAT WE HAD TALKED ABOUT. OUR THREE ORGANIZATIONS, AND JAPAN AND SOUTH KOREA WERE BOTH ON THERE. I THINK CHINA WILL PROBABLY BE A BIT BEHIND THOSE TWO, THOUGH. AND THEN I

JUST WANT TO SAY IT'S BEEN REALLY A JOY TO BE ABLE TO PARTICIPATE AS PART OF THE RESPONSIBLE ECO TOURISM SUMMIT ALONGSIDE COMMISSIONER FELLEMAN. AND THANK YOU AGAIN FOR YOUR WORK ON THAT AND THAT WE DID HAVE A SPECIFIC EQUITY FOCUSED PANEL WHERE WE HEARD LOUD AND CLEAR FROM FOLKS ABOUT SOME OF THEIR CHALLENGES IN ACCESSING GRANT OPPORTUNITIES. AND I'M WONDERING WHAT LESSONS LEARNED FROM THAT THAT YOU'VE APPLIED TO THIS. SO FOR OUR TOURISM MARKETING SUPPORT PROGRAM GRANTS, WE'RE ADJUSTING HOW WE SCORE THOSE APPLICANTS AND PUTTING MORE EMPHASIS ON DEI IN THOSE APPLICATIONS. IT'S 100 POINT SCALE. PREVIOUSLY, IT WAS 15 POINTS. FOR THAT, WE'VE INCREASED THAT TO 25 POINTS. SO WE'RE PUTTING MORE EMPHASIS ON THAT. AND REALLY, THE ENTIRE PROGRAM WILL BE VIEWED THROUGH A DEI LENS MORE SO THAN IT HAS IN THE PAST. WE'RE HAVING OUR DEI DEPARTMENT HERE AT THE PORT ALSO REVIEW THAT APPLICATION TO MAKE SURE THAT IT IS AN EQUITABLE APPLICATION FOR THOSE GRANTS. AND WE'RE ALWAYS ADDING TO OUR LIST OF WHERE OUR INVITATION TO APPLY. WE'RE MAKING SURE THAT'S GETTING OUT TO EVERYONE. THANK YOU. OKAY, THANK YOU. THANK YOU VERY MUCH. COMMISSIONER HASEGAWA. I HEAR COMMISSIONER FELLEMAN HAS WROTE A BOOK. SO I GOT FIRST, THERE WERE THE GLACIERS, AND THEY WERE GOOD. SO BUT BUT THEY'RE MELTING FASTER ALL THE TIME, SO I'LL GO A LITTLE QUICKER.

[LAUGHTER]

I REALLY JUST WANT TO EXPRESS MY APPRECIATION FOR WORKING TOGETHER. AND, NICK, YOU'VE BROUGHT A GREAT BACKGROUND AND Demeanor TO THE CONVERSATION, AND I'M GREATLY APPRECIATIVE OF THAT. AND IT'S BEEN REALLY FUN WORKING WITH DAVE BLANFORD FOR THE DEVELOPMENT OF THIS ECO TOURISM CONFERENCE. THE AMOUNT OF TIME WE PUT INTO THIS AND THE SPIRIT OF COLLABORATION THAT HE EXHIBITED, IT WAS A PHENOMENAL SUCCESS BECAUSE OF THE ABILITY FOR US TO ALL WORK TOGETHER. AND WITH COMMISSIONER TOSHIKO'S HASEGAWA COMMAND, I'M VICE PRESIDENT HASAGAWA'S CONTRIBUTIONS AND MY GREAT WORK LEFT HAND MAN, MR. YEAWORTH. SO I THINK WE GOT OFF TO A GREAT START, AND I THINK THE LEVEL OF ENTHUSIASM WE SAW FROM THAT AUDIENCE KIND OF MADE ME FEEL LIKE BOTH FROM THE PARTICIPANTS AS WELL FROM THE AUDIENCE, WHAT CAN WE DO TO KEEP THAT MOMENTUM GOING? I MEAN, SO YOU'VE GOT THIS ENERGY IN A BOTTLE, AND I DIDN'T WANT TO WAIT TILL THE NEXT TOURISM CONFERENCE. AND SO

I'M REALLY DELIGHTED TO HEAR THAT THE GRANT PROGRAM IS WELL TIMED, AND I WOULD HOPE WE WOULD SEND IT TO ALL THE PARTICIPANTS AS A NICE WAY TO SHOW THEM THAT WE'RE- HAVEN'T FORGOT ABOUT THEM. AND I GUESS I HAD A QUESTION ABOUT THIS IN THE BRIEFING MEMO. THERE WAS FURTHER \$79,000 WOULD BE SUPPORTING EQUITY AND CULTURAL TOURISM VALUES AND \$121,000 TO SUPPORT ECO TOURISM AND RESPONSIBLE TRAVEL. IS THAT THE TOURISM MARKETING SUPPORT PROGRAM? YES. IS THAT THE GRANT PROGRAM? PRIMARILY. THAT IS IT. ALL RIGHT. SO THERE'S A NICE INFUSION. SO THANK YOU FOR THAT RESPONSIVENESS TO THE DEMAND. I STARTED EXPLORING WHAT CAN WE DO TO KEEP THE BALL ROLLING? AND YOU GUYS SORT OF SAID, YOU GO FIGURE IT OUT AND REPORT BACK TO ME LATER. AND SO DAVID AND I DELVED IN A LITTLE BIT DEEPER AND AND I THINK WHAT WAS ONE OF THE THINGS THAT I WAS CONCERNED ABOUT AND I THINK COMMISSIONER MOHAMED KIND OF RAISED THIS QUESTION IS LIKE, IF YOU'RE GOING TO ASK PEOPLE TO COME, CAN YOU HANDLE THE CROWD? LIKE, THE KING TIDE SHOWED US OUR VULNERABILITY TO SEA LEVEL RISE. SO DID COVID SHOW US THE VULNERABILITY TO OVERTOURISM IN OUR NATURAL PLACES? BECAUSE EVERYBODY WANTED TO GO OUTSIDE, NOBODY WANTED TO GO INSIDE. AND THEN WE STARTED LOOKING AT WHAT IS THE STRUCTURAL WAY IN WHICH THE STATE OF WASHINGTON DEALS WITH OUTDOOR TOURISM. AND SO WHAT WE FOUND WAS THAT OUTDOOR RECREATION ACTIVITIES ARE IN COMMERCE. AND THEN NATURAL RESOURCE PROGRAMS WHERE FISH AND WILDLIFE PARKS, AND DNR, WHERE ALL THE LAND AGENCIES ARE, ARE IN NATURAL RESOURCES. AND THOSE INDIVIDUAL AGENCIES HAVE ALL WRITTEN THEIR OWN STEWARDSHIP PLAN, AND THEY ALL INCLUDE DEI, AND THEY ALL INCLUDE GREAT PLANNING INDEPENDENTLY, AND THEY'RE ALL COMPETING FOR BUDGETS. AND THEN MR. BLANFORD'S PROGRAM, WASHINGTON STATE TOURISM BEING OUT IN COMMERCE IS NOT DIRECTLY ENMESHED IN THAT EFFORT. AND SO HIS BUDGET NEEDS SUPPORT INDEPENDENTLY AND DID NOT GET THE LEVEL OF SUPPORT NEEDED FOR THIS COMING YEAR. SO ONE OF THE THINGS I SAW US TRYING TO DO WITH OUR COLLECTIVE ENERGY IS TO HELP DIRECT THEM TO THE STATE LEGISLATIVE PROCESS FIRST STEP. SO THERE'S A STRUCTURAL NEED TO BETTER COORDINATE AND TO ALSO TRY TO MAKE THE CASE HOW TOURISM AND REC SUPPORT EACH OTHER. IF YOU WANT TO PROMOTE THIS OUTDOOR PROGRAM. HOWEVER, WHAT WE ALSO FOUND WAS THAT NONE OF THE STATE RESOURCE AGENCIES WERE REALLY IN THE

TOURISM BUSINESS. RIGHT. THEY YOU KNOW, IF YOU LOOK AT THEIR GAME PLAN, TOURISM ISN'T ONE OF THEM. AND SO I STARTED LOOKING INTO THIS. AND WHY IS THAT? WELL, THEY'RE OVERWHELMED WITH JUST MEETING THE STATE OF WASHINGTON'S DEMANDS. AND IF YOU LOOK AT WASHINGTON TRAILS ASSOCIATION DOCUMENTED THAT THERE WAS OVER \$50 TO \$75 MILLION OF ANNUAL BACKLOG OF MAINTENANCE FOR THESE AGENCIES. AND THAT'S JUST TO DEAL WITH PRIMARILY THE STATE, THE STATE'S OWN DEMANDS. AND THEN NATIONAL PARKS ARE REALLY KIND OF WHERE THE REALLY THE TOURISM AND THE OUTDOORS REALLY COME TOGETHER, BECAUSE IF YOU'RE GOING FROM INTERNATIONALLY, YOU'RE GOING TO SEE WHERE IS THE MOUNTAINS? THOSE ARE THE PLACES YOU FIND. YOU DON'T FIND KING COUNTY PARKS ON THE INTERNATIONAL MAPS, ALTHOUGH THEY'RE GOOD. BUT IF YOU LOOK AT THE NATIONAL PARKS SERVICE, IT HAS A WHOLE INFRASTRUCTURE FACT SHEET BROKEN OUT BY STATE. AND FOR THE STATE OF WASHINGTON, IT'S A \$650,000,000 BACKLOG. AND AND SO I'M SAYING, LIKE, AM I FEELING RESPONSIBLE IN SAYING SAYING IF YOU CAN GO OUT THERE TO BE RESPONSIBLY UNLESS THE RESOURCES THEMSELVES ARE BEING STEWARDED, WE'RE JUST ADDING PRESSURE. AND SO I WAS TRYING TO THINK TO MYSELF, HOW CAN WE MAKE TOURISM PAY FOR STEWARDSHIP? AND THEN SO I THINK, WELL, WE HAVE THE HOTEL MOTEL TAX PROGRAMS, RIGHT? BUT THEY REALLY PROMOTE MORE TOURISM. THEY'RE NOT PROMOTING STEWARDSHIP. BUT MAYBE AS A VISIT SEATTLE BOARD MEMBER, MAYBE WE CAN DO SOMETHING ABOUT THAT. BUT THEN I JUST SAW KING COUNTY JUST PASSED A PARKS LEVY. AND IT'S INTERESTING TO SEE THAT 39% OF THE LEVY IS TOWARDS OPERATIONS AND MAINTENANCE, NOT TO BUYING NEW PARKS, NOT TO DOING THAT. BUT I FEEL LIKE FOR THIS PARKS INITIATIVE, WHICH INCLUDES THE FOOTHILLS OF THE ALPINE LAKES WILDERNESS, THAT THIS IS A PLACE WHERE WE CAN WORK WITH OUR CONSTITUENTS, WHERE FOLKS FROM THE URBAN ENVIRONMENT CAN GET EASY ACCESS TO. THE NATURAL ENVIRONMENT WHERE, BECAUSE OF THE EASY ACCESS SHOWS SOME OF THE MORE PRESSURES ON OVERTOURISM WE CAN HAVE WITH ALL THESE KIND OF MONIES TRAIL MAINTENANCE AND THINGS LIKE THAT. WORKING WITH TRIBES LIKE AT SNOQUALMIE, I WOULD REALLY LIKE FOR US TO SEE OUR ABILITY TO CREATE A STEWARDSHIP MODEL THAT I FEEL IS MORE RESPONSIBLE FOR US TO PROMOTE RESPONSIBLE VISITATION TO. SO THAT'S SORT OF WHERE I'VE GOTTEN THIS FAR. THANK YOU FOR YOUR. GREAT. THANK YOU. THANK YOU VERY MUCH. THANK YOU,

BOTH OF YOU, FOR YOUR PRESENTATION ON TOURISM. I REALLY APPRECIATE THAT WHAT YOU GUYS ARE DOING. ALL RIGHT. AND ACTUALLY, I NORMALLY WOULDN'T COMMENT, BUT I WILL ALSO ECHO THE SENTIMENT THAT COMMISSIONER HASEGAWA APPOINTED TO. I THINK THAT ANY DATA YOU MAY BE WORKING WITH ON ASIA TOURISM OR TRAVEL THAT PREDATES NOVEMBER OR SO IS OUTDATED. AND IF YOU'RE DEPENDING ON THE DATA, YOU'RE PROBABLY BEHIND THE CURVE BECAUSE WE WERE JUST IN ASIA, I WAS IN KOREA, WE ARE BOTH IN JAPAN, AND THEY ARE VERY MUCH OPEN AND TRAVELING. I THINK CHINA MAY BE THE EXCEPTION HERE. AND SO I WOULD ENCOURAGE YOU I KNOW WE FOCUS ON CHINA BECAUSE THEY'RE BIG, BUT AS YOU MENTIONED, JAPAN, SOUTH KOREA, SINGAPORE, AND A LOT OF SOUTHEAST ASIAN COUNTRIES THAT ARE ALSO DYING TO GET OUT OF THEIR COUNTRIES AND TRAVEL. AND SO LET'S TRY TO GET AHEAD OF THE CURVE AND TRY TO CAPTURE AS MUCH OF THAT MARKET, TOO. SO THANKS FOR ALL YOUR WORK. THANK YOU FOR THAT THERE. OKAY, SO THAT CONCLUDES OUR BUSINESS MEETING AGENDA FOR THE DAY. ARE THERE ANY CLOSING COMMENTS AT THIS TIME OR MOTIONS RELATING TO COMMUNITY REFERRALS FROM COMMISSIONER? COMMISSIONER HASEGAWA. I JUST WANTED TO SAY HOW MUCH FUN I HAD WATCHING HULU'S NATIONAL GEOGRAPHIC TV SPECIAL CALLED INSIDE AIRPORT LOST AND FOUND. WITH THE FIRST EPISODE FEATURING SEATAC AIRPORT, I HAD NO IDEA IT WAS THERE. I LITERALLY STUMBLED UPON IT AND LOVED SEEING OUR HARDWORKING STAFF IN ACTION. IT'S TRULY ASTOUNDING WHAT PEOPLE DECIDE TO PACK IN THEIR LUGGAGE AND GIVES ME A NEW APPRECIATION FOR THE LEVEL OF WORK. JUST A PRO TIP TO THE WISE DO NOT PACK RAW FISH INTO YOUR BAGGAGE. BUT I JUST REALLY WANTED TO THANK YOU GUYS FOR WHAT YOU DO EVERY SINGLE DAY. AND FOR FOLKS WHO ARE LISTENING, I I ENCOURAGE YOU TO CHECK IT OUT ON HULU. EXCELLENT. I AGREE. ANYTHING ELSE? ANY CLOSING COMMENTS FROM EXECUTIVE DIRECTOR METRUCK? WELL, I'M SORRY. OH, SORRY. I DIDN'T SAY I WAS ASKED TO SAY SOMETHING. GO AHEAD, COMMISSIONER FELLEMAN. YEAH, SO THERE WAS A PASSING THAT WE NEED TO ACKNOWLEDGE. AND BEING THAT I'M THE OLD GUY ON THE BLOCK THAT THIS IS, I WAS ASKED BY FORMER COMMISSIONER PAIGE MILLER REQUEST ME TO SAY A FEW WORDS WITH THE PASSING OF NOEL GIBBS. I WANT TO SHARE THAT THAT FORMER COMMISSIONER PAIGE MILLER NOTED THE PASSING OF FORMER BURIEN COUNCIL MEMBER AND MAYOR NOEL GIBB BACK IN DECEMBER 4 AT AGE 86. SO I ALREADY MADE A MISTAKE. HE WASN'T THE

COMMISSIONER. HE WAS- I DID NOT KNOW HIM UNFORTUNATELY. BURIEN CITY COUNCIL MEMBER AND MAYOR. NOEL GIBBS. A LONGTIME RESIDENT AND SMALL BUSINESS OWNER IN BURIEN, GIBBS SERVED AT ONE TIME ON THE BURIEN CITY COUNCIL BETWEEN 2002 AND 2005 AND WAS SELECTED BY HIS FELLOW COUNCIL MEMBERS TO SERVE AS MAYOR FOR ONE TERM, 2004 TO 2005. DURING HIS TERM AS MAYOR, NOEL INITIATED EFFORTS TO WORK COLLABORATIVELY WITH THE PORT OF SEATTLE TO RESOLVE THE LITIGATION REGARDING THE THIRD RUNWAY PROJECT AT SEA. HIS EFFORTS MADE A DIFFERENCE IN LEADING TO A MORE PRODUCTIVE OUTCOME IN THAT DISPUTE. AS A US. ARMY VETERAN, GIBBS SERVED THE BURIEN COMMUNITY BY CO FOUNDED DISCOVER BURIEN TO HELP PROMOTE BUSINESS IN THE CITY. AND HE PLAYED A STRATEGIC PART IN BUILDING BURIEN CARES COMMUNITY ANIMAL RESOURCE AND EDUCATION SOCIETY, WHICH SHELTERS AND MANAGES LOST AND STRAY ANIMALS IN THE AREA. A CELEBRATION OF LIFE WILL BE HELD FOR MR. GIBBS ON SATURDAY, JANUARY 21, AT 02:00 AT THE GLENDALE LUTHERAN CHURCH. OUR SYMPATHIES GO OUT TO HIS FAMILY. THANK YOU VERY MUCH. THANK YOU VERY MUCH, EXECUTIVE DIRECTOR METRUCK, ANY CLOSING COMMENTS? THANKS, PRESIDENT CHO. I THINK THIS IS THE BEST MEETING OF THE YEAR SO FAR. I AGREE. I THINK I GOT THAT FROM ERIC SCHINFIELD OF THE DAD JOKES TO TELL. BUT ANYWAY, THANKS FOR A GREAT MEETING. I THINK I'M LOOKING FORWARD TO REALLY EXCITING, ESPECIALLY LOOKING AT OUR FEDERAL POLICIES AND REVIEWING OUR OTHER INITIATIVES TO ADVANCE OUR WORK. AND I THINK ONE THING THAT NOTED AS IT AROSE AND I THINK TALKING TO SOME OF YOU AS WE LOOK AT THE NATIONAL AND THE NATIONAL ENGAGEMENT, I THINK FOR US IN THE FUTURE TOO, TALKING ABOUT OUR ENGAGEMENT AND STRATEGIES AT THE INTERNATIONAL LEVEL. I THINK WHEN WE COME BACK, MAYBE WE'LL REFLECT THAT IN THIS DOCUMENT, BUT MAYBE IT DESERVES ITS OWN KIND OF SHORTENED REPORT ABOUT OUR INTERNATIONAL LEVELS, BECAUSE SOMETIMES THOSE MOVE, TO USE THE SAME ANALOGY, AT GLACIER, AT GLACIERS. BUT SOME OF THOSE ARE REALLY IMPORTANT, IN EFFECT, THE OVERALL, AND I THINK WE'RE POSITIONING OURSELVES TO INFLUENCE THOSE AS WELL. SO I JUST NOTE THAT. AND THANK YOU, COMMISSIONER, FOR GREAT MEETING. PRESIDENTIAL. ALL RIGHT. HEARING NO FURTHER COMMENTS AND HAVING NO FURTHER BUSINESS, IF THERE'S NO OBJECTION, WE ARE ADJOURNED AT EXACTLY 3:10 AND ON TIME. GOOD START TO THE YEAR. THANK YOU ALL. THANK YOU.